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Cleveland Grain Co., The, receivers and shippers.*
Gates Elevator Co., receivers and shippers.
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Shepard, Clark & Co., grain, hay and straw.
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Strauss & Co., H. M., grain, seeds, hay, straw.*

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Interior Grain Co., buyers and sellers of grain.

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Taylor & Patton Co., buyers and shippers.*
Wright & McWhinney, grain com'n merchants.

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Board of Trade Members.
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Kenkel-Toold Co., grain commission.
Randall, Gee & Mitchell, grain commission.

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Kolb, E. R. & D. C., grain and seed dealers.*
Werner Wilkens Grain Co., receivers & shippers.

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Frank & Co., Wm., grain brokers.*

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Grubbs Grain Co., E. A., track buyers.*

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Denton Kuhn Gr. Co., consignments.*
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Thomson & Co., W. A., corn, oats and rye.

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Goeman Grain Co., grain buyers.*

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Clark, Burke & Co., grain & hay dealers.
Davis & Andrews Co., grain dealers.*
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Scruggs-Robinson Co., brokers & com. merchants.
U. S. Feed Co., corn, oats, hay, consignments.
Webb & Maury, grain and hay.*
Wyatt, E. W., grain, hay, millfeed broker.

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

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Kamm Company, P. C., barley and rye.*
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Owen & Brother Co., grain commission.
Rankin & Co., M. G., shippers, corn, oats, barley.
Rialto Elevtr. Co., grain receivers & shippers.
Stacks & Kellogg, grain merchants.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

MINNEAPOLIS, MINN.

Chamber of Commerce Members.
Benson-Newhouse-Stabeck Co., grain commission.*
Brown Grain Co., grain commission.*
Carter, Sammis & Co., grain commission.
Cereal Grading Co., grain merchants.
Davies & Co., F. M., grain commission.*
Gould Grain Co., grain merchants.
Hankinson & Co., H. L., grain commission.
Malmquist & Co., C. A., grain commission.
Marfield Grain Co., grain commission.*
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Pochler Company, H., grain commission.*
Quinn Shepherdson Co., grain commission.*
Stair, Christensen & Timmerman, gr. commission.*
Turtle & Co., grain commission.
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Zimmerman, Otto A., barley specialist.*

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United Grain Co., grain commission.
Updike Grain Co., grain commission.
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PEORIA—CONTINUED.

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Grier & Co., T. A., grain commission.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Rumsey, Moore & Co., grain receivers.*
Tyng, Hall & Co., grain commission.*

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Lemont & Son, E. K., hay, grain, millfeed.*
Miller & Sons, L. F., grain, seeds, hay.*
Pultz & Co., J. B., grain and feed.*
Richardson Bros., grain, flour, millfeeds.*
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Herb Bros. & Martin, grain and hay.*
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McCague, R. S., grain, hay.*
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Smith & Co., J. W., grain, hay, feed.*
Stewart, D. G., & Geidel, grain, hay and feed.*
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Rundell & Co., W. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain rcvrs., shippers.
Zahn & Co., J. F., grain, seeds.*

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TRINIDAD, COLO.

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Kelly Grain Co., Edward, consignments.
Kemper Grain Co., The, receivers and shippers.
Koch Grain Co., Geo., Kansas turkey wheat.
McCullough Grain Co., consignments.*
Norris Grain Co., grain exporters.
Powell & Co., L. H., receivers and shippers.
Roehen Grain Co., E. E., consignments.
Scott & Sons, W. L., grain merchants.
Strong Grain & Coal Co., B., grain & coal.
Wallingford Bros., receivers, shippers.*
Williamson Grain Co., grain commission.*
Woodside Smith Grain Co., receivers & shippers.

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., shippers.

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WINNIPEG, MAN.

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COMMISSION MERCHANTS

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Universal CodeMembers of Kansas City
Board of Trade

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We Have Real Selling Ability.
Use it for your Consignments.**W. S. NICHOLSON GRAIN CO.**

Established 1895

310 Board of Trade KANSAS CITY

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Consign us please—
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Kansas City, Mo.**B. C. Christopher & Co.*
Grain Commission
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KANSAS CITY, MO.

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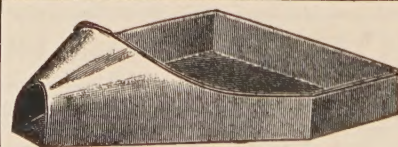
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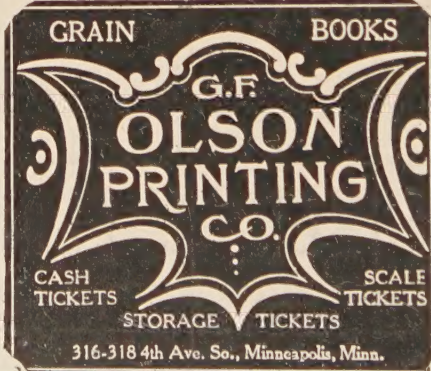
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GRAIN DEALERS JOURNAL, **La Salle Street, - CHICAGO, ILL.**

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Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results**, as we are having answers from all wheat growing sections of the United States. Yours truly,

THE RUSSELL MILLING COMPANY

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HELP

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M. W. CARDWELL GRAIN CO.
Buyers and Shippers of
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515 New England Bldg. TOPEKA, KAN.

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Wants Correspondence with members of the
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We Have Wheat
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CLEVELAND, OHIO
Receiver and Shipper of
Corn, Oats, Millfeed
ASK FOR PRICES

CANADIAN GRAIN
Anything in the line of wheat,
oats, barley or flax for Feed or
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WRITE our nearest office.

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ATISFIES
"That's the Reason"
Stockbridge Elevator Co., Jackson, Mich.

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Best of attention given each shipment.
Your Consignments Solicited.



Team Work Wins!
Your Orders and Our Service
We are now completely equipped to give unexcelled SERVICE to the orders of grain dealers, whether large or small. We have acquired the D & M elevator with 1,000,000 bushels capacity, in addition to our elevator "C" with 250,000 bushels capacity for grain and seed.
Larger business has called for better facilities and the new plant is remodeled throughout, has new machinery and a new large capacity HESS Drier. Charges for storing, cleaning and drying are low. Your consignments are solicited and we make liberal advances.
We buy and sell grain and field seed. We are members of the Chicago Board of Trade and will be glad to furnish Bids for grain to arrive as well as current market quotations for Cash Grain.
All trades guaranteed. WRITE for our Market Letter.
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Cash buyers of all kinds of grain, for the New England Territory, Sample wheat, barley, screenings, oat-feed, malt sprouts, etc., specialties. We solicit correspondence

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where everyone identified
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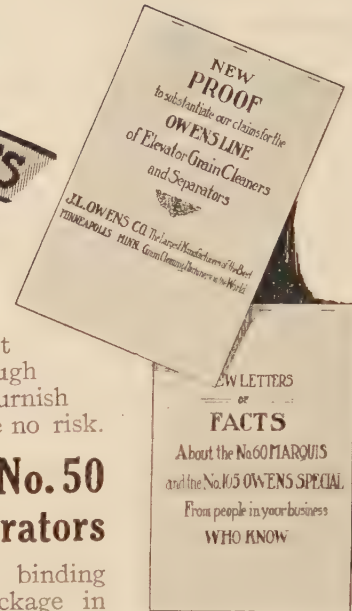


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See that you are protected when buying a cleaner to save your dockage and save your freight. Claims don't protect anybody. A guarantee binding enough to be made part of the order as we furnish you, that makes you take no risk.

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are only sold under such binding guarantee to reduce dockage in wheat to from $\frac{1}{2}$ to $1\frac{1}{2}$ lbs.—capacity 500 bushels per hour—no grain wasted, no clogging of sieves. Send for facts and original letters proving this.



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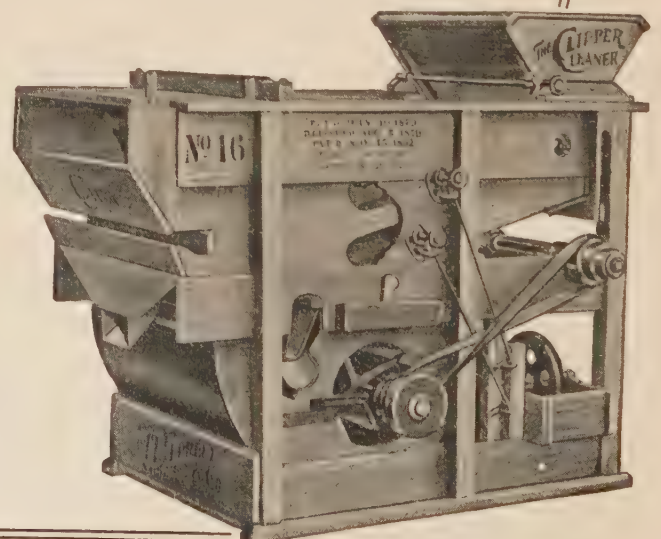
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This is a Cleaner of medium capacity. It will make any separation that can be made on our largest and most expensive machines.

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

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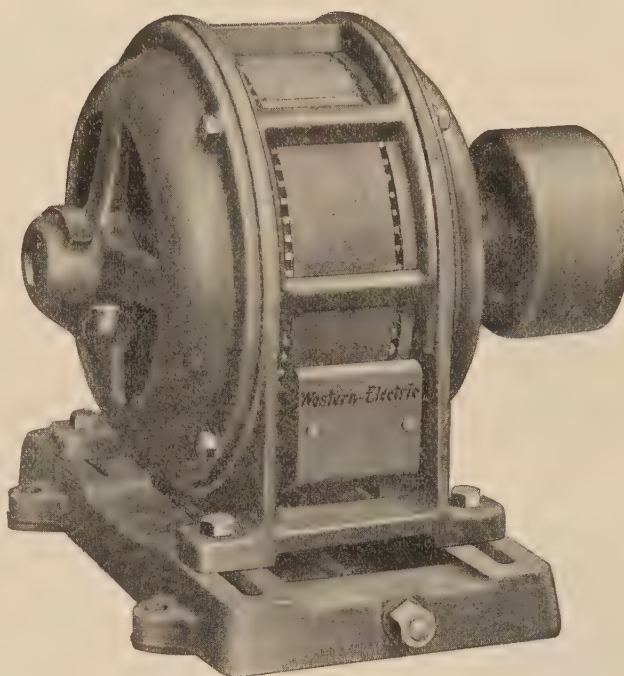
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This Is Only One From The Complete Line Of *Western Electric* Motors

Its principal advantages are—

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*It Runs Without Sparking
and is suitable for all
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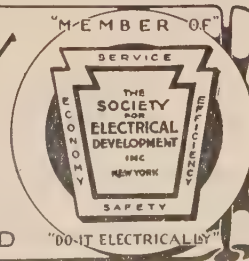


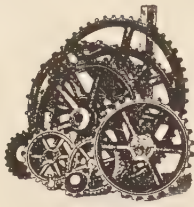
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Manufacturers of the 8,000,000 "Bell" Telephones

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SPROCKET WHEELS
Plain, Split or with Clutches



By comparison the best. Full line of
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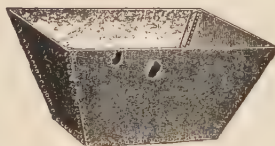
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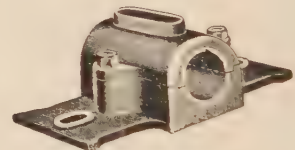
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All styles. Roversford, Com-
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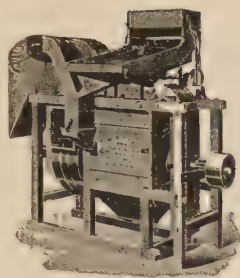
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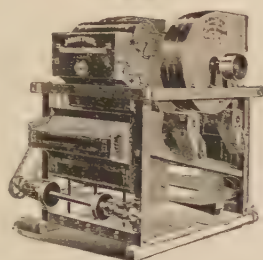
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Monitor

Grain Cleaners, Oat Clippers,
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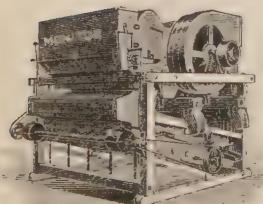
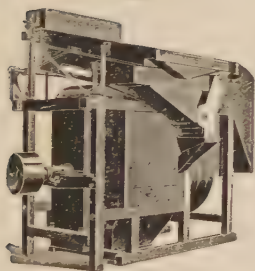


They put profits into grain cleaning and oat clipping

The machine that puts the greatest **net profits** into cleaning or clipping is the most desirable outfit for the Grain Dealer—no grain man can afford to use anything else.

That the words “economy” and “profits” originated when “Monitor” Cleaners and Clippers were first introduced would have been the fact, had not the desire to economize and profit occurred to mankind prior to the evolution of the English language. That this is so, is proven by the fact that 70% of the largest, best equipped Grain Elevators and Terminal Houses built on the North American Continent during the past 15 years, have been completely equipped with “Monitor” Cleaners and Clippers.

Our line is the largest—134 styles—and it carries the greatest number of **truly big** improvements and is backed by an **iron-clad guarantee**, which insures the maximum of simplified operations, dependability, durability, efficiency and economy. You **cannot afford** to use an inferior machine. Get posted on our full “Monitor” line.

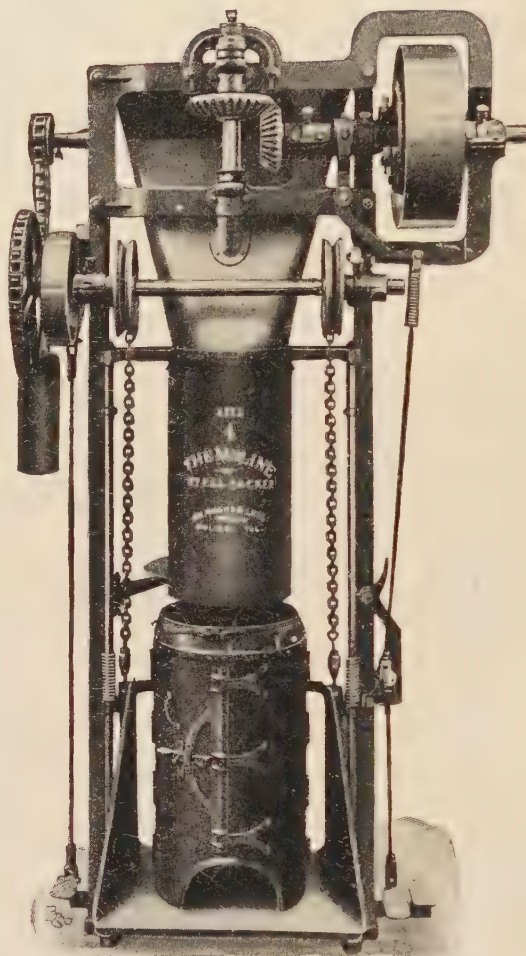


Huntley Manufacturing Company
SILVER CREEK, N. Y.



*A Packer that
will do the
heaviest work
and stand
any strain.*

Moline Steel Packer



*Built entirely
of iron and
steel.*

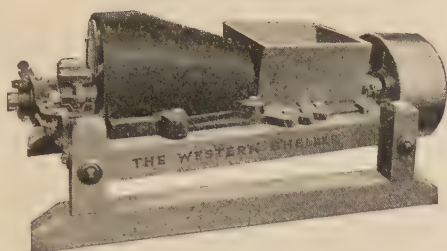
Bearings are ring-oiling and are contained in a heavy iron frame.

The driving clutch is of the expansion type, making a very powerful drive and one that releases instantly and with certainty.

The carriage is open and the levers are reversible so that the machine can be operated either from the front or rear.

GIVE IT A TRIAL

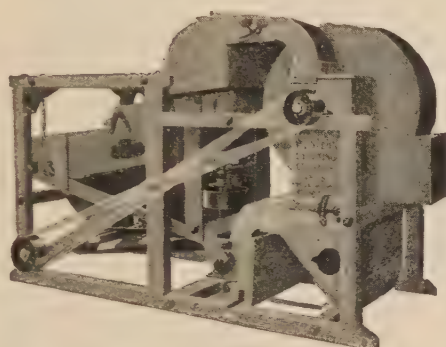
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MILL BUILDERS AND
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



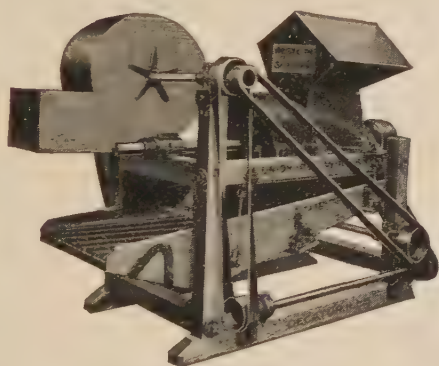
"Western" Separate Warehouse Sheller



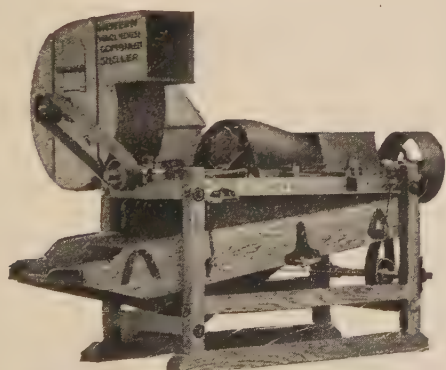
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"Western" Gyrating Cleaner



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Better Results And WESTERN Grain Cleaning Machines

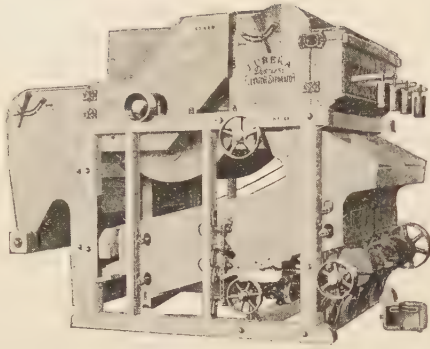
Go hand in hand. Every time an elevator man adopts one "Western" machine, he nearly always puts a "Western" in every renewal and increase equipment that goes into his plant.

And you must admit that's a pretty strong endorsement. Then the service, quick and without mistakes, is kept up to top notch all the time.

Our stock always on hand, includes everything used in the maintenance of an elevator. Send for our catalog and keep it on file.

UNION IRON WORKS DECATUR, ILL.

Everything from Pit to Cupola



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When We Put The Trade Mark “EUREKA”

on a grain cleaner, we enter into a contract with the ultimate owner of that machine. We contract to give him complete satisfaction—INDEFINITELY. There is no time limit in the Howes guarantee.

We want him not only satisfied—but ENTHUSIASTIC: and to this end stand ready and willing to go to any expense or trouble.

If he ever has difficulty with his machine—if it ever fails to operate as it should operate—if, for ANY reason he is displeased—we stand ready—and GLAD—to overcome the difficulty—to do it promptly and completely.

We believe it is better to sell a man permanent satisfaction and make him a booster—than to save him a few dollars and make him a kicker.

“EUREKA” owners are satisfied owners. To make them KEEP so is the first obligation of this company.

WHILE OTHERS ARE CLAIMING QUALITY WE ARE GUARANTEEING IT.

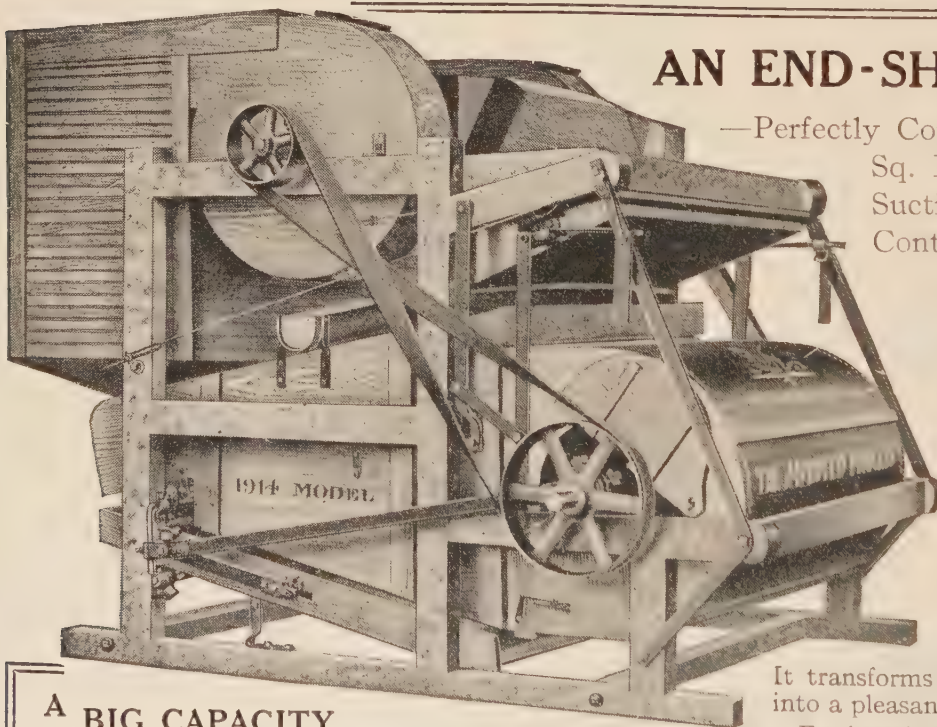
A Trade Mark,
“To Distinguish the
Best from the Rest”



THE S. HOWES COMPANY
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A Trade Mark,
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AN END-SHAKE MACHINE

—Perfectly Counterbalanced—With 2388
Sq. Inches of Sieve Surface—
Suction and Blast Perfectly
Controlled.

You Can't Buy Anything
More Modern or Efficient
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FOSSTON IMPROVED PROCESS

adapted to all kinds of grain
in all mixtures and conditions.

It transforms the gloomy wild oats question
into a pleasant smile.

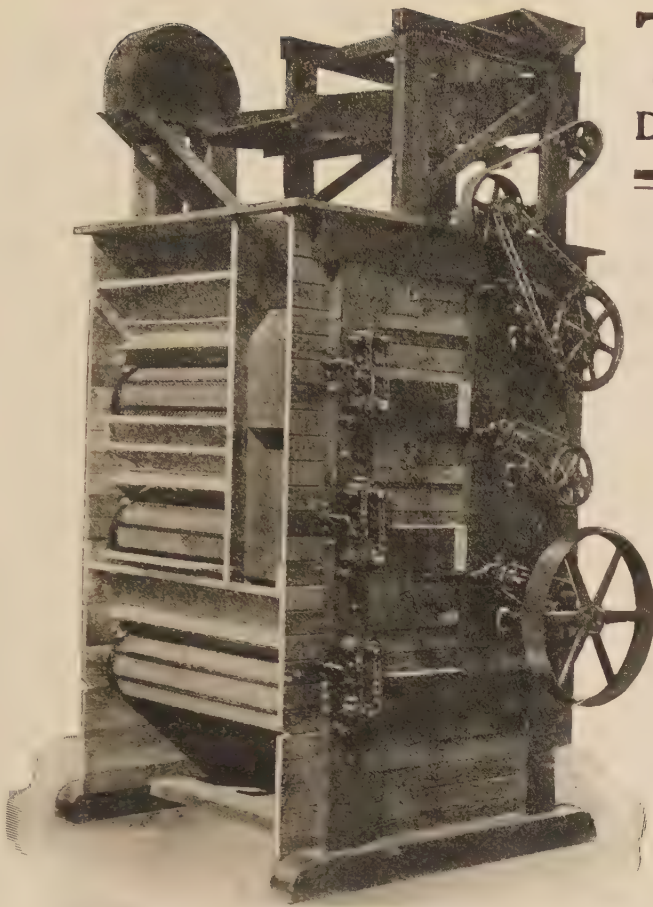
Equipped with or without Automatic Clean-
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A BIG CAPACITY

COMBINATION CLEANER with unexcelled
separating qualities.

GET THE PARTICULARS AND PRICES

FOSSTON MFG. CO., 140 Merriam Park, St. Paul, Minn.



The Richardson DIFFERENT FROM EVERY OTHER

In place of the unsatisfactory "Sieve and Suction" method the Richardson separator uses traveling steel aprons having indented pockets, not perforations, for separating grains of different lengths.

As the aprons pass under the stationary revolving brushes, the longer grain is brushed across the aprons and out of the separator, the shorter grain, wheat, is carried under the brushes and passes out in another place.

The principle is simple, the operation efficient, the separator most durable.

You ought to know all there is to know about the Richardson before you buy any separator.

Send for catalog and price list.

Richardson Grain Separator Co.

Minneapolis, Minn.

Winnipeg, Can.

400 Cleveland Street

INVINCIBLE — NEEDLE SCREEN — GRAVITY SEPARATOR FOR NEW BADENOCH FIRE-PROOF ELEVATOR IN CHICAGO

Something Different—No Motion or Power—Thousands In Use

OPERATION. The grain is fed to the separator at the top, passing down from screen to screen, and is discharged separated at the bottom. A thorough separation is made because the position of the kernels to each other is constantly changing, thus bringing the smaller particles in contact with the spaces between the wires, through which they drop. The screenings can be taken out at several points in the separator, thus allowing the operator more or less thorough separation, as he may desire.

In all large elevators having power separators, the grain is passed over them first for suction and roughing action only, and then the grain is fed to the INVINCIBLE Needle Screen Gravity Grain Separator for the separation.

The INVINCIBLE Needle Screen Gravity Grain Separator acts by gravity alone, requiring no power, which is one of the heaviest operating expenses of a cleaning house.

The needle screens are self-cleaning, requiring no attention.

It occupies but little space, leaving you valuable floor room for other purposes.

Send for prices and particulars.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

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"SAFETY FIRST" MANLIFT**THE MANLIFT
WITH NO REGRETS**Users consider our "NEW
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We also make**HAND ELEVATORS
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HOUSE ELEVATORS, ETC.**

Write for Information.

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**The Van Ness Safety
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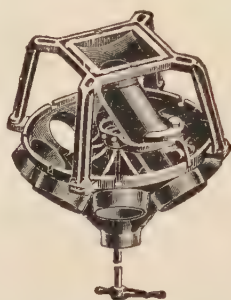
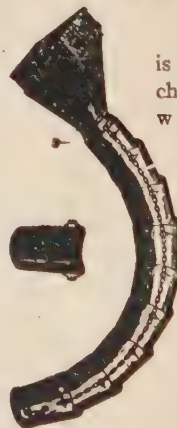
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Fairbury, Nebr., and Lincoln, Nebr.**SUCCESS
SAFETY MAN LIFT****ATTENTION,
ELEVATOR CONTRACTORS!**Write us for our Special
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Railroad Companies will
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CLAIM COLLECTORS****BUYERS AND SELLERS**of grain elevators. You can make your wants
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+ FUMA =**Live weevil plus a little Fuma equals
dead ones every time.
Fumigate Your Elevators and Mills with**FUMA**The only satisfactory method of treating grain
in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

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Elevator Leg**Double the capacity of an ordinary leg with one-tenth the labor.
No mixing grain. No choking belts. No danger of fires. They last
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SPOUT**is the best, yet
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will outwear
two ordi-
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Made of
metal al-
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S.**IMPROVED DISTRIBUTING
SPOUTS**will absolutely prevent the
mixing of grain. The best of
material and workmanship
have given them a world wide
reputation.Don't accept those "Almost as good."
For satisfaction, get the genuine, made by**J. J. GERBER**
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GRAIN ELEVATOR EQUIPMENT

We Stock and Manufacture a Complete Line of Equipment for

GRAIN ELEVATORS

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DO IT NOW

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The "Monarch" Ball Bearing Attrition Mill

Supplied for Direct Electric Motor or Belt Drives

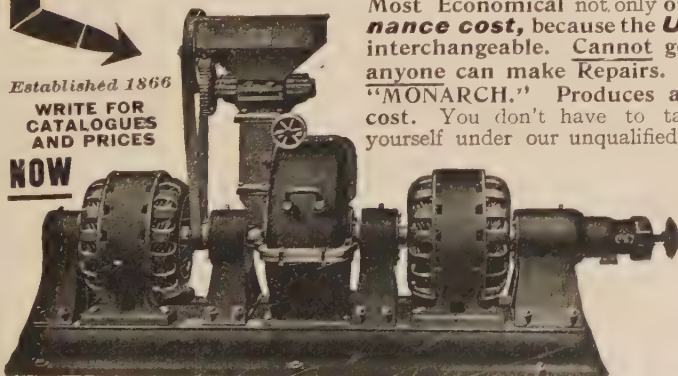
— Most economical in operation because it requires 25% to 50% less power than Babbitt or a Brass Bearing Mill. It is lubricated by means of compression Grease Cups, eliminating the use of Oil, cutting down the cost of operation and thus raising the standard of cleanliness.

Most Economical not only on account of the Saving in power, but also in **maintenance cost**, because the **Up-keep expense** is **practically nothing**. All parts interchangeable. Cannot get out of tram and is so Simple in Construction that anyone can make Repairs. You never lose time or run up big Repair Bills with a "MONARCH." Produces a better quality and larger quantity of work at less cost. You don't have to take any man's word about the "MONARCH." Satisfy yourself under our unqualified guarantee.

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Ask us for details on the "Monarch" Ear Corn and Cob Crusher.

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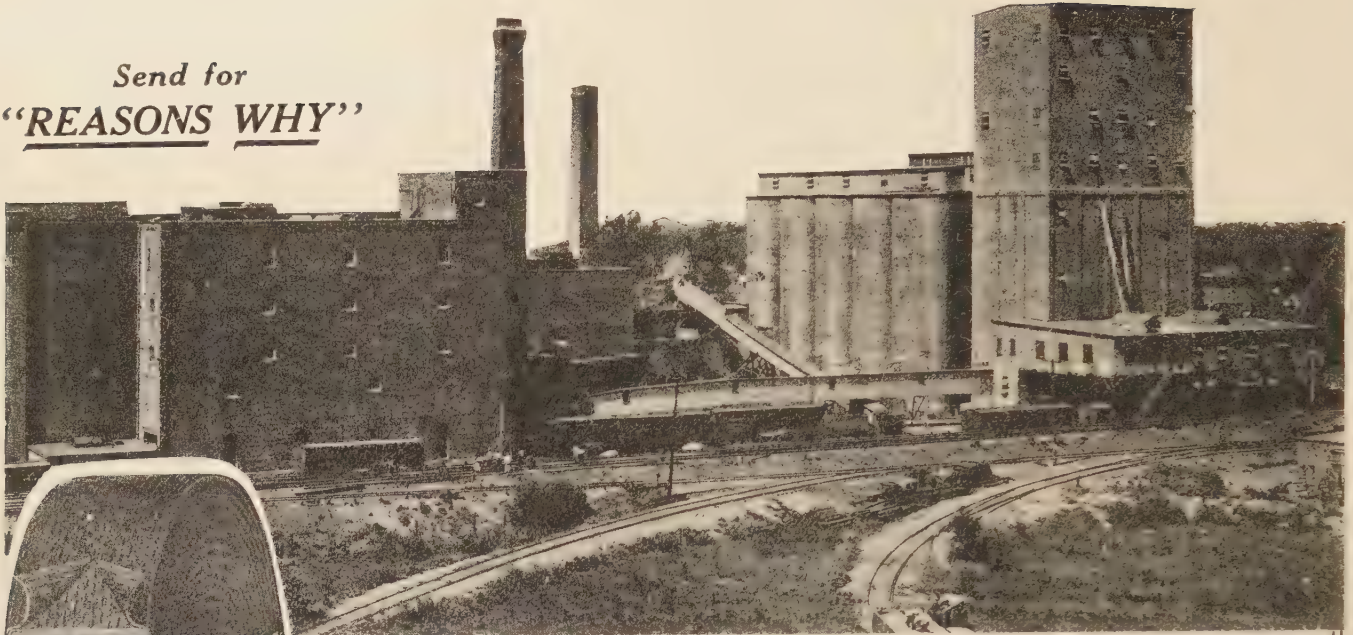
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Please send me detailed information about your wonderful "Monarch" Ball Bearing Attrition Mill.

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after 5 year competitive test was adopted exclusively by the Northwestern Malt & Grain Co. for elevating and conveying.

Convert the result of their test to your profit.

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There is a difference
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Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

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YOU can get CARS

if you proceed properly in filing your order and follow it up persistently, earnestly and stubbornly with duplicating Car order blanks. By using these blanks you make **formal order** for cars to suit your needs, and the **duplicate** copy provides you with undeniable evidence that the station agent received the order.

These formal orders give the station agent a feeling of responsibility, and often bring cars when verbal orders fail. By keeping a carbon copy of each order for cars would-be shipper has a complete record of all efforts to obtain cars—a certain proof in case of delay by the railroad company.

CAR ORDER BLANKS contain spaces for the name of the station, date, railroad, number of cars for immediate loading, number of cars for loading in—days, kind of grain, capacity, destination, and a space for the signature of the shipper. Also space for the date when the order is filed with the agent, and for the signature of the agent acknowledging its receipt.

These blanks are bound in book form. Each book contains 50 originals, 50 duplicates and 3 sheets of carbon. The originals are machine perforated so may be readily torn out, while the duplicate remains in the book.

If you wish station agent to heed promptly your orders for cars use **Form 222 C. O.**, Price 50 cents.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

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Especially Designed for Economy
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When you should
Estimate what you are
Liable to need in the
Line of Elevator construction or repair work,
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Elevators built by Moore are time
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FORM 321 is designed for keeping a record
of each kind of grain received at a country
elevator in a separate column so that buyer
can add up columns and quickly determine
the number of bushels of each kind of grain
on hand. Herewith is reproduced top of a
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The book is formed of 160 pages of superior
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La Salle St. Chicago, Ill.

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A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50

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 315 South La Salle St. CHICAGO, ILL.

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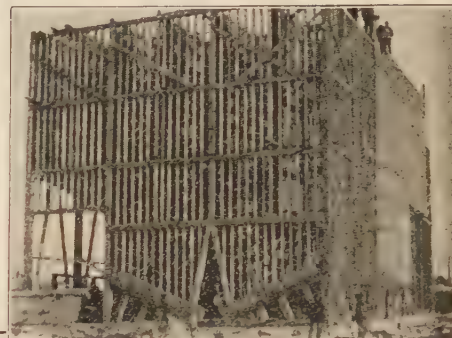
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30,000 bu.,	4,150- 9,000
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From a ten-penny nail to the largest timber

every part of a
**RELiance
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 is installed for a purpose, and installed so it will serve its purpose. Plans and estimates.

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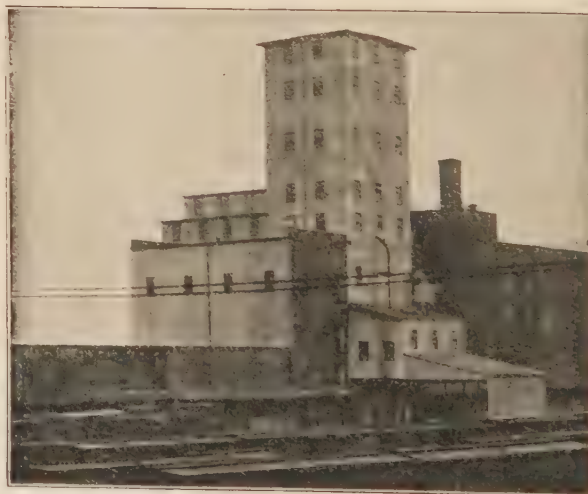


CAR ORDER BLANKS

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50cts.

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Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

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Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare;
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The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

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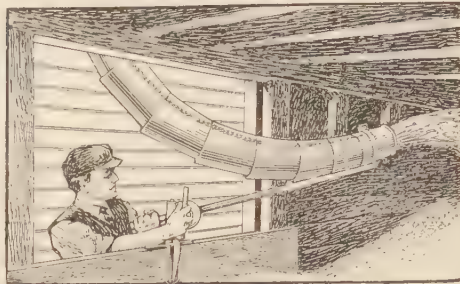
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Saves Time, Labor, Health and Money. What more? And every Elevator can easily afford one, and should have one. Guaranteed for one year, and will no doubt last a lifetime. Saves the time and labor of climbing into car to tie up spout and shoveling in the poisonous dust while loading. Hundreds in use in 18 different states.

Lowest prices on Flexible Spouts, Automatic Hopper Tallies and Racine Separators, and all Supplies

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GROW HEALTHY STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running**. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

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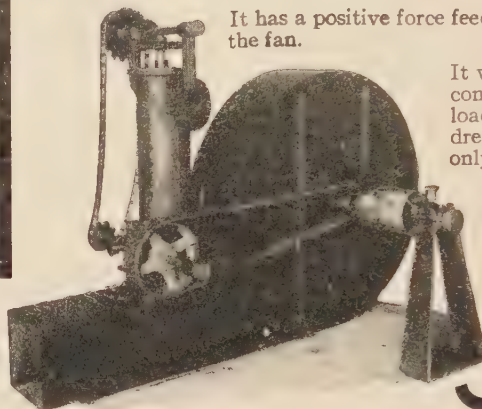
The N. P. BOWSHER CO.
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If you want the best machine for handling grain in any condition, look over the

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It has a positive force feed, that can be used anywhere ahead of the fan.



It will not crack or bruise grain, in any condition, dry or wet. It will convey and load cars, just as effectually, several hundred feet away as if the distance were only ten feet. It will do elevating, and transfer around angles. It will trim the largest boat to the fullest capacity, quickly and effectually. It will deliver the material where desired. For more information, write for catalog No. 5 to

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Prevents all slugging and jerking and wearing of fan blades. Stops wearing of housing.

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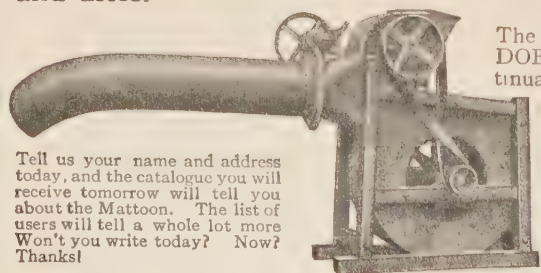
GRAIN DEALERS JOURNAL,

La Salle St., CHICAGO, ILL.

A Mattoon Car Loader

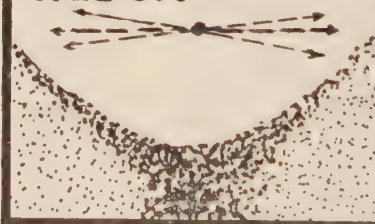
not only fills the largest car to full capacity, but actually betters the quality of your grain.

This combined grain cleaner and pneumatic car loader cleans, cools and dries.



Tell us your name and address today, and the catalogue you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more. Won't you write today? Now? Thanks!

THIS OR



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.

THIS ?



Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans, hence the Mattoon **DOES NOT MILL OR CRACK THE GRAIN**. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

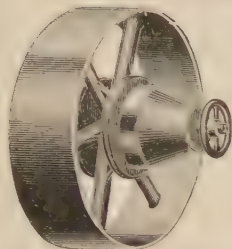
The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

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for

**Wheat, Buckwheat,
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reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

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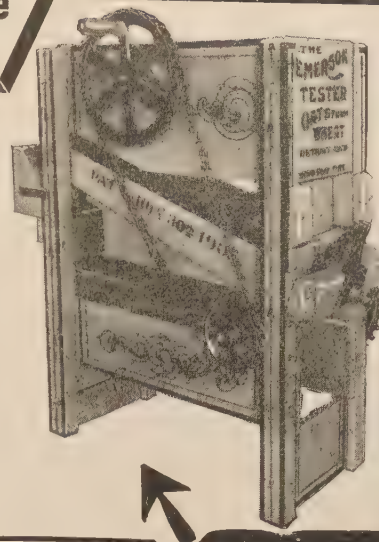
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eliminates all guesswork in dockage, and saves all the wheat.

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The EMERSON is the most convenient and satisfactory wheat tester made. The saving in wheat, time, mistakes and money soon pays for the Emerson. Write today for further particulars.

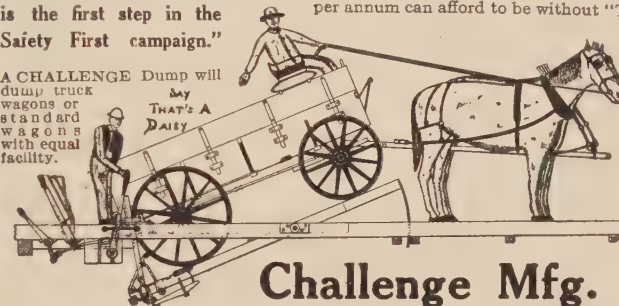
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No elevator proprietor that handles 50,000 bushels of grain and upwards per annum can afford to be without "The Challenge."

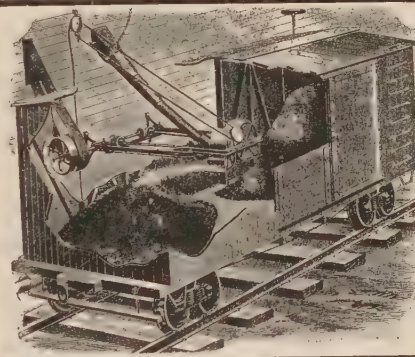
A CHALLENGE Dump will dump truck wagons or standard wagons with equal facility.



If you are contemplating remodeling or the building of a new dump, don't rely on your contractor to tell you what is best. Write at once to us and get further particulars and investigate for yourself.

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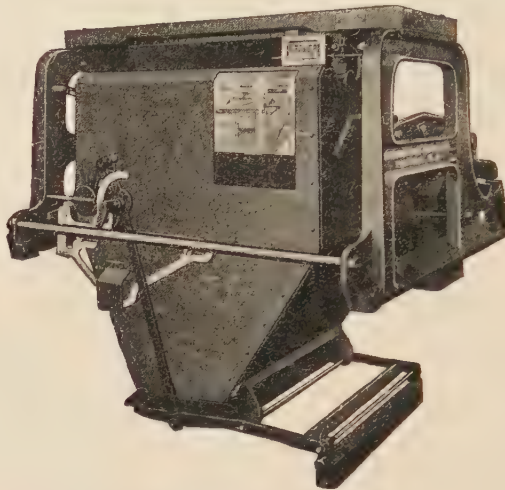
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Richardson Automatic Scale

for shipping you WILL be weighing your grain accurately, so won't have any difficulty in collecting for shortages.

You've decided to buy one some day, perhaps you think of buying one tomorrow—but tomorrow never comes, so your profits don't increase as they should.

BUY A RICHARDSON TODAY

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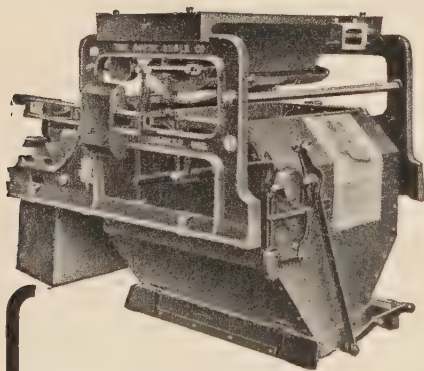
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Puts Just That Much Money in The
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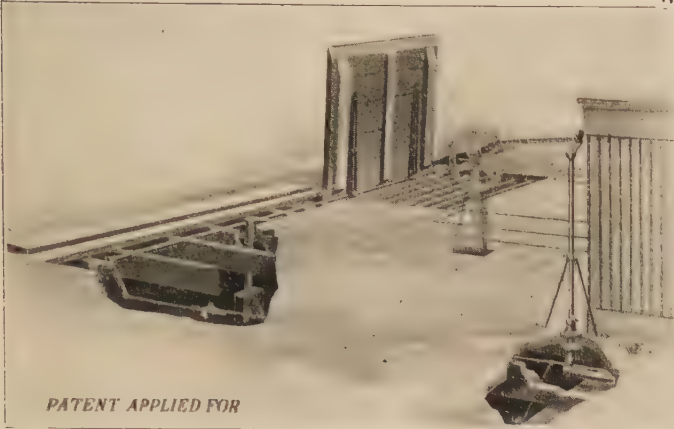
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It can't make a mistake. It will earn its way out of profits you have been handing the other fellow.

Avery weight record certificates are accepted by government, corporations and railroads. Send for our illustrated literature and find out what saving you can effect.

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ATTACH THE "B.-W." DUMP DOOR OPERATOR TO DUMP DOOR YOU NOW USE AND NOTE THE OPERATING EASE



PATENT APPLIED FOR

The door is perfectly counterbalanced, thus doing away with heavy work connected with opening. A turn of the handle opens the door. The handle may be placed next to scale beam thereby saving steps and time. Door locks when closed, will not open unless handle is turned.

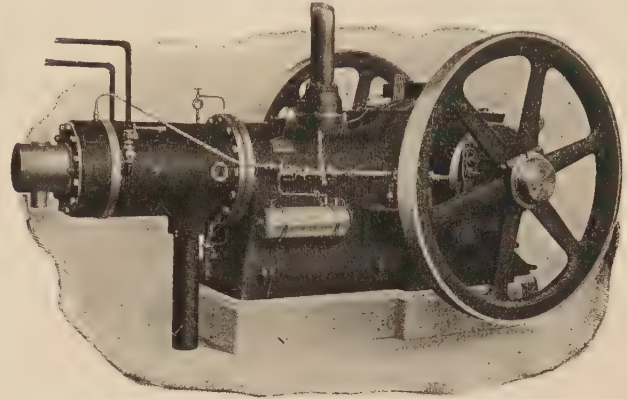
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Send for descriptive circular today

BARSTOW-WARNER CO., MFRS.
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CERTAINLY, YOU HAVE HEARD ABOUT THE "MUNCIE OIL ENGINE"

The Ideal, LOW COST POWER UNIT, USES LOWEST GRADES OF CRUDE OIL OR FUEL OIL COSTING TWO TO THREE CENTS PER GALLON AT REFINERIES. You can run a fifty H. P. Muncie for 20 to 25c per hour full load.

CHEAPER than any other power, better than steam, steady as electric power, quick started, always ready for business, carries ample overload, liberal proportions. Approved by underwriters and sold on POSITIVE GUARANTEE. Thousands in use. Mill owners everywhere specify THE MUNCIE. Write for full particulars of saving we can make you. State size needed and will send you latest catalogues of full line.



Type "C". Sizes 40, 50, 60, 75 and 100 H. P.

Muncie Oil Engine Co.

54 Ohio, Corner Railroad Muncie, Ind., U. S. A.



DON'T PAY TWO PRICES for a Friction Clutch
Some sizes as low as one dollar per horsepower. This clutch will carry 25 to 50% overload. Built any size 5 to 100 HP. Write today for circular and discounts.

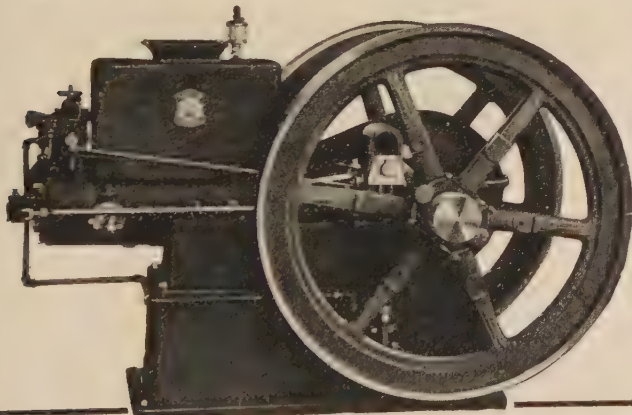
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VEST POCKET GRAIN TABLES

Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs. Timothy Seed at 45 lbs.

These tables are bound in heavy manila and form a thin book 2½-in. wide by 8½-in. long Price 50 Cts. Address
GRAIN DEALERS JOURNAL, 315 So. La Salle Street, CHICAGO, ILLINOIS



Don't Economize on Price When Reliability Is at Stake

You may be able to buy an Engine that is cheaper than the Lauson Frost King but the reliability won't be there.

It won't have that Lasting Economy of Operation—that Ability to stay on the job 365 days in the year and 24 hours a day that characterizes every Lauson engine.

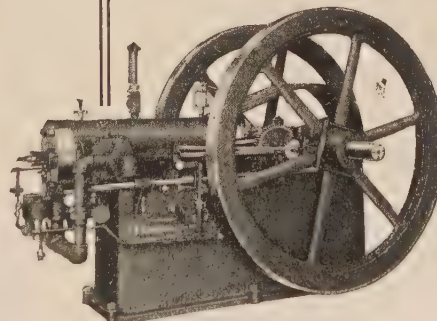
There is a reason behind Lauson Reliability and Low Cost of Up-keep, namely: Design, Material and Workmanship. It is a question of better Quality, perhaps not noticeable at first, yet Quality that shows in Years of Extra Service. It is Worth the Difference

Lauson Kerosene and Distillate Engines are built in sizes from 6 to 100 H. P., hopper or tank cooled. Gasoline Engines in all sizes.

Write for our large Catalog. The closer you investigate the Lauson the surer you are to buy one.

The John Lauson Mfg. Co., 65 Monroe St., New Holstein, Wis.

Fairbanks-Morse Quick-Start Oil Engines for Elevator Service



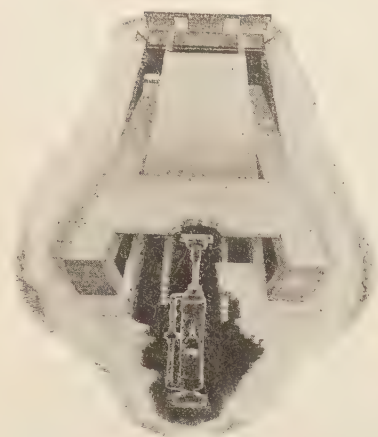
Sizes
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Use Low Price Fuels

Operate Equally Well on Kerosene,
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A Dump Controller Without a Fault

One of the most noticeable features in a Grain Elevator is, the manner in which the wagons are dumped.

The McMillin Dump Controller is simple and durable in construction, works automatically and is self-lubricating. It would take too much space here to tell you of its many good points, but we'll gladly send you descriptive literature upon request.

McMillin Elevators

If you contemplate the building of a new elevator or the remodeling of your old one you will make no mistake in consulting me before letting the contract. Quality elevators is my specialty.

L. J. McMillin Board of Trade
INDIANAPOLIS, IND.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
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Shippers' Record Book

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$1.75

GRAIN DEALERS JOURNAL

La Salle Street

CHICAGO, ILL.

UNIVERSAL GRAIN CODE

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Save telegraph toll. Keep your business to yourself. Prevent Expensive Errors.

Its 146 pages contain 13,745 expressions, printed on policy-bond paper, and bound in black flexible leather—size 7x4½ inches.

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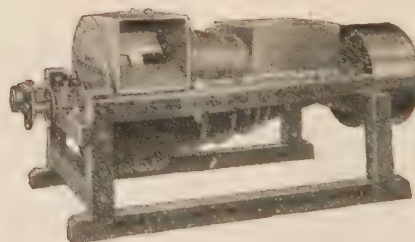
GRAIN DEALERS JOURNAL

315 So. La Salle St.

Chicago, Ill.

U. S. Corn Sheller

Pat. Oct. 17, 1905



ANOTHER UNSOLICITED TESTIMONIAL

Scircleville, Ind., Dec. 26, 1913

Gentlemen:

Enclosed please find check for \$120.00, Inv. 11-1-13, and trust same will be found correct. Sheller is O. K., and we are more than pleased with it.

Yours truly,

SCIRCLEVILLE GRAIN CO.

The above sheller is mounted on a wood frame, has reinforced shells which bolt underneath and on top of the frame, making it the quickest repaired of any sheller on the market. The cylinder is separate from the fan and in three sections. The fan is of new design which eliminates the past dust annoyance.

Investigate before buying elsewhere.

THE B. S. CONSTANT MFG. CO.

BLOOMINGTON, ILL.

CIFER CODES

Use a good Telegraph Cifer Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

ROBINSON'S TELEGRAPH CIPHER CODE is used more extensively by the grain trade than all others combined. Well arranged, compact; can easily be carried in the pocket. Well printed on good paper. Bound in leather, \$2.00; cloth, \$1.50.

HAY AND GRAIN CIPHER CODE is for the use of hay receivers and shippers. Is well arranged, compact and well printed on good paper. Price, \$1.00.

BALTIMORE EXPORT CABLE CODE, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 152 pages. Price, \$8.00.

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UNIVERSAL GRAIN CODE, bound in flexible leather, 144 pages. Price, \$3.00.

AMERICAN SEED TRADE ASSN.'S CODE, well bound in either flexible or hard cloth covers, 124 pages. Price, \$2.00.

A. B. C. INTERNATIONAL CODE is used more extensively in international trade than any other. Bound in cloth, 480 pages. Fourth edition, \$5.00. Fifth edition, 1,400 pages, \$7.00.

COMPANION CABLE CODE, a complete general code, with words from the official telegraph vocabulary. Bound in cloth, 144 pages. Price, \$5.00.

YOUR NAME in gilt letters stamped on front cover on any of above books for 25c extra.

For any of the above, address

GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

The Profit in Your Business is the One Factor That Causes You to Continue

ONE EFFICIENT METHOD of increasing your business is by stopping the leaks.

DID YOU EVER ASK YOURSELF WHY nearly twenty per cent of all cars weighed by weighing departments in 1913 arrived at unloading elevators leaking grain?

WHY 64% OF ALL THESE BOX CAR LEAKS were caused by loose, bulged and defective sheathings at the sides and ends of cars?

THESE TRANSIT LEAKS ARE PREVENTABLE by the use of the Kennedy Car Liners. They have been adopted by the majority of grain shippers all over the grain growing section of the country. Enormously increased sales each year denote their merit and efficient service.

THE KENNEDY CAR LINERS give maximum transit insurance at minimum cost to shipper.

THERE IS ONLY ONE Kennedy System of Car Liners, especially designed for the prevention of transit leaks.

HARVEST WILL SOON BE HERE, and during this season of the year you are compelled to load cars out of condition, and dangerous for grain loading.

Be Prepared! SEND NOW for a list of assorted Liners.

The Kennedy Car Liner & Bag Company
Shelbyville, Indiana, U. S. A.

This 5 Line Want Ad Sold the Elevator—Read the Letter

D. Milligan Company

D. MILLIGAN
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DEALERS IN
LUMBER, GRAIN, COAL, LIME AND CEMENT

BRANCHES ON
C. & N. W. RY.
C. M. & ST. P. RY.
M. & ST. L. RY.
IN CENTRAL IOWA

JEFFERSON, IOWA June 2, 1914.

Grain Dealers Journal,
Chicago, Illinois.

Gentlemen:

We recently carried an advertisement of an elevator for sale in one issue of your paper and received ten replies, most of them from men who seemed to be bona fide purchasers, and made sale of the property to Mr. C. C. Buck of Iowa Falls through the advertisement. This was our Dana, Iowa, plant which we sold, because we desired to extend our business along the Milwaukee or Northwestern, where the train service is more convenient for us.

Very truly,

D. Milligan Co.

CENTRAL IOWA, best location in town, new elevator, and first class lumber business; competition of the best kind. Address Fred, Box 7, Grain Dealers Journal, Chicago, Ill.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

FOR SALE—Elevator, coal, stock and small store at Luray, Iowa. Good reason for selling. Business from \$2,000 to \$11,000 per month. Address Northwestern, Box 11, Grain Dealers Journal, Chicago, Ill.

CENTRAL MICHIGAN elevator for sale, capacity 8,000 bushels; coal sheds and hay warehouse in connection; on Pere Marquette Ry.; in good bean and hay section. Must sell to settle estate. For further particulars, write Lewis, Horton & Company, Mt. Morris, Mich.

FOR SALE AT A BARGAIN—Elevator and alfalfa mill, combined, also coal business. Doing a good business, delightful climate; South Platte Valley; 100 miles from Denver. Hillrose Milling & Merc. Co., Hillrose, Colo. E. H. Link, Sec'y.

FOR SALE BY OWNER.

Seven elevators, all in South Dakota. Will sell one or all to suit purchaser. Now is the time to buy if interested, before we get to planning on a new crop. Closing out the business reason for selling. Address Box 36, Mitchell, S. Dak.

CENTRAL IND. elevator, 100M grain; large retail, coal, feed and fencing business. Exceptionally fine prospect for wheat crop. Act quick and we can give possession promptly, at reasonable price. Address Ville, Box 11, Grain Dealers Journal, Chicago, Ill.

EASTERN INDIANA elevator for sale, located in one of the best grain and clover seed districts in the state; new and modern; 12M bu.; good coal, fence and wool business. A bargain for quick sale. D. M. Light, 203½ S. Walnut St., Muncie, Ind.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

NORTH CENT. IOWA—Modern 12,000 bu. cribbed elevator; in perfect condition. Good territory; favorable shipping connections with every road in Iowa; no local competition. Also coal house, corn cribs and half acre land that controls track frontage. Owner can live in large town nearby and go back and forth. **PRICE RIGHT.** Box 606, Fort Dodge, Iowa.

FOR SALE—20,000 bu. grain elevator on Omaha Ry., 20,000 bu. grain elevator on C. M. & St. P. Ry., in town of 3,800; 18,000 bu. grain elevator on C. M. & St. P. Ry., in small town, doing good business and in good territory in Martin County, Minn., where there has never been a crop failure. These houses will be sold very reasonable either separately or as a line. Address P. O. Box 756, Fairmount, Minn.

OKLAHOMA CITY, OKLA.—Terminal elevator for sale or rent, with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaner and feed rolls. Motive power: 125-h.p., one 20-h.p., one 15-h.p., one 7-h.p. electric motors. One 40-h.p. boiler to operate Hess Dryer.

This elevator is on private property with trackage on both side, and has free switching to four trunk lines.

Will make favorable terms and accept good land in part payment.

Address J. C. Pearson, Marshall, Okla

ELEVATORS FOR SALE.

KANSAS elevator and coal business; doing fine business; only elevator in town. Lund & Son, Cedar, Kansas.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

SOUTHWESTERN MINN. elevator on C. M. & St. P. Ry. For particulars address McGlin Bros., Lakefield, Minn.

FOR SALE—Elevator, feed and livestock business in Central Okla. Good crops, Address Oakland, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Steel storage tank, 50,000 bu. cap., with steel elevator leg, belt and cups. Address Woodrow, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—Have a nice lot to select from. Let me know your wants and how much you wish to pay. Address Jas. M. Maguire, Campus, Ill.

FOR SALE—Two elevators, along with coal business; located in best grain products section of Indiana. Address Jeff, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator in best location in Groton, S. D., and located in the best grain growing country of the Northwest. Geisler & Sheldon, Frederick, S. D.

MINNESOTA elevator for sale, 12M bus. cap., located in good town on I. C. For particulars and terms address Canton, Box 8, Grain Dealers Journal, Chicago, Ill.

CRIBBED ELEVATOR for sale; 30,000 bu. capacity, nearly new. A bumper crop this year. Want to sell because one of the owners is sick and must move. Mesick-Stangeland Co., Gettysburg, S. D.

FOR SALE—Elevator, 5M capacity, sells everything that the farmer uses; on N. Y. C. Lines, 35 miles from Cleveland, Ohio. Cheap if taken at once. Address Bert, Box 4, Grain Dealers Journal, Chicago, Ill.

MINNESOTA elevator for sale, 9 bins, cap. 23,000 bu.; electric power and lights, also 4 bin coal sheds; good location; station handled 475,000 bus. last year. \$2,150.00 buys it. Address Ralson, Box 1, Grain Dealers Journal, Chicago, Ill.

KANSAS elevator for sale; cap. 45M bu.; on R. R. ground. Handled 60M bu. wheat last year; handle from 200M to 500M corn annually. Excellent elvtr., steam power, hopper scales; good office with wagon scale; extra good double crib; in good shape. 4 hrs. of St. Joseph and 6 hrs. of Kansas City. Isaac Baer, Beattie, Kansas.

FOR SALE OR RENT—Elevator and Beanery. New. Modern. Fully equipped. Electric power and lights. Owns its own side track. Good coal sheds. Located in "Thumb" section of Michigan, in thriving thickly populated farming section. Address "Elevator Inquiry," 1003 Court Street, Port Huron, Michigan.

FOR SALE—30,000 bu. modern cribbed elevator, dump scales and weigh out scales, electric power, sheds for 350 tons coal, corn cribs 2,000 bu., sell 1,500 tons coal annually at retail, handles 150 to 200,000 bu. grain; in good town of 2,000 people in N. W. Iowa, only two other dealers in town each handling about same amount of grain. Price only \$5,500.00, this will bear closest investigation and is a bargain.

Will be offered for three weeks only. Box 178, Worthington, Minn.

ELEVATORS FOR SALE.

FOR SALE—Elevator property at Bucyrus, O. For further information write Valpo. Grain & Elvtr. Co., Valparaiso, Ind.

FOR SALE—Neat modern elevator, 12 bins. Crop never fails. On C. M. St. P. R. Address Thos. McMichael, Jr., Harmony, Minn.

OHIO elevator for sale. Best elevator, retail coal and feed proposition in Central Ohio. Address Wilbur, Box 12, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO—15,000 bus. elevator, coal business in connection; good territory. Address Maple, Box 11, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—Public Auction July 16th, grain elevator at Charleston, Illinois. For information write Joseph H. Barnhart, Danville, Illinois.

ILLINOIS—Good grain elevator on Big Four Railway for sale at the right price. In the corn and oats belt. Address Fred K. Thayer, Chrisman, Ill.

HERREID, S. D., grain elevator for sale; in fine condition. For particulars address Starr, Christensen & Timmerman, 1054 Chamber of Commerce, Minneapolis, Minn.

NEBRASKA elevator for sale, 13,000 bu. capacity, on C. R. I. & P. Ry. Address Herald, Box 1, Grain Dealers Journal, Chicago, Ill.

KANSAS—Two country elevators paying 50% on \$9,000.00 investment. Bargain for cash. Address Country, Box 1, Grain Dealers Journal, Chicago, Ill.

N. W. OHIO elevator for rent. Best oats and corn section. Only elevator at station. Owner cannot be with it. Address Milford, Box 1, Grain Dealers Journal, Chicago, Ill.

BANTRY, N. DAK., grain elevator for sale; in fine condition. For particulars address Starr, Christensen & Timmerman, 1054 Chamber of Commerce, Minneapolis, Minn.

SOUTHERN MINNESOTA elevator for sale, 30M capacity, favorably located on the C. M. & St. P. railway. Can be bought at a bargain if taken at once. Address C. C. Wyman & Co., Minneapolis, Minn.

EASTERN SOUTH DAKOTA elevator for sale; four elevators at the station; receipts, 650,000 bus. a year. Price \$5,000, easy terms. Also good coal business. Address Eastern, Box 11, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale, 35M, strictly modern and IRON CLAD. Average annual business 200,000 bus. 10M corn cribs; coal bins, 200 ton capacity with 1,500 tons yearly sales. \$1,000 profit on coal alone. Elevator equipped with automatic scale, grain cleaner, feed grinder, etc. Good business; good town to live in. Address Sonper, Box 5, Grain Dealers Journal, Chicago, Ill.

WEST CENTRAL MINNESOTA 30,000 bus. modern cribbed elevator with large feed mill in connection; only feed mill in town. Sheds for 250 tons coal; handles 1,500 to 1,800 tons coal per year, 250,000 to 350,000 bus. grain. Flour house in connection holds one carload of flour; also only wood yard in town; good live business town of 700 people. Big profits every year. Price only \$7,000.00. This is a bargain and will stand close investigation. Crop failures unknown. Address Big Bargain, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

KANSAS, Marshall Co., elevator for sale. Big wheat crop started to move. Corn prospects fine. Price right. Poor health reason for selling. Address Ball, Box 1, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA elevator for sale; 40,000 bu. cap. Great oats and corn territory; 150,000 to 200,000 bu. annually. Splendid coal trade, 1,000 to 2,000 tons annually. Books will show a profit of \$7,200 last year. Price \$20,000. Can be handled with \$12,000. Address Hal, Box 1, Grain Dealers Journal, Chicago, Ill.

GLOVER, WISCONSIN, elevator for sale. Situated on C. St. P. M. & O. R. R. between River Falls and Hudson. Capacity 14,000 bushels, 8 bins, also work room in basement. 1 Fairbanks-Morse horizontal engine, 5 horsepower; Howe dump scales. Also warehouse 20x26 on same property containing potato sorter. Buildings in first class condition. We own the land, about one acre. Jameson, Hevener & Griggs, 181 E. Sixth St., St. Paul, Minn.

ELEVATORS FOR RENT.

CENTRAL ILLINOIS elevator for rent, on the Wabash R. R. Immediate possession. Address S. L., Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANT TO RENT good elevator in good grain territory. Address S, Box 1, Grain Dealers Journal, Chicago, Ill.

WANT—Information regarding elvtr. or mill for sale. Send description. Northwestern Business Agency, Minneapolis, Minn.

MODERN HOUSE, 8 rooms, and five lots to trade for elvtr.; also 10 year lease on fine coal and feed site; both in good Illinois town of 7,500 population. Address B, Box 1, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT to sell your elevator, insert an advertisement in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

WANTED.

An elevator in exchange for a choice quarter section of wild land located within few miles of Pierre, S. D., every acre of this land can be cropped. What have you to offer in trade.

Frank A. Cousins,
%Occident Elevator Co., Minneapolis, Minn.

BUSINESS WANTED.

BUSINESS WANTED—Am looking for a good opening. Can pay cash. Give full particulars in first letter. Address G. D. J., Box 5951, Cherry Valley, Illinois.

ELEVATORS FOR LEASE.

ELEVATOR FOR LEASE—Will lease elevator and stock yards very reasonable, good German community, up-to-date elevator, hopper scale, large fan. Close to Peoria, Ill. Further information address "Elevator," General Delivery, Peoria, Ill.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

HAVE A FEW very nice elevators within 100 miles of Chicago recently listed for sale. Some of these have eastern outlets, and are in splendid towns. Prices very reasonable. Terms can be arranged. Address James M. Maguire, Campus, Ill.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Ill.

SITUATIONS WANTED.

BUYER wants position in Western state where homestead land is still available. Address Box 114, Mobridge, S. Dak.

EXPERT GRAINMAN and seedsman wants position. Address Elevator Superintendent Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as mgr. of elvtr. or lbr. yard; 4 yrs. experience; prefer line or farmers' elvtr. Address M. J. Box 1, Grain Dealers Journal Chicago, Ill.

MANAGER—Position wanted as elevator manager, two years experience in elevator, three years in lumber yard. Best of references. Address Bryan, Box 1, Grain Dealers Journal, Chicago, Ill.

TRANSIT privileges, routings, rates, experienced in each; want position with transfer house; 24; married. Address Transit, Box 1, Grain Dealers Journal, Chicago, Ill.

TRAVELING AUDITOR or solicitor, experienced and competent, age 30, married, with present firm 6 years, want position with good grain firm. Best of references. Address Auditor, Box 1, Grain Dealers Journal, Chicago, Ill.

TRAFFIC MANAGER wants position; grain and coal—rates, routings, losses, claims; 9 yrs. experience. Familiar with Middle West. Prefer sales branch; young man; now employed. Address Traffic K, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by married man, 15 years' experience in elevator work, buying grain, selling out grain and coal; have good ref.; short crop reason for change. Address Experienced, Box 12, Grain Dealers Journal, Chicago, Ill.

INSPECTOR wants position at good terminal market, thoroughly experienced in all grains. Would consider position as manager or superintendent of elevator. Best of references. Address M, Box 1; Grain Dealers Journal, Chicago, Ill.

FOREMAN OR MANAGER wants position, 15 years experience; understand gas, steam and electric power, grain, grass seed and machinery; not afraid of work; wages very reasonable; best of references. Address First Class, Box 1, Grain Dealers Journal, Chicago, Ill.

SUPERINTENDENT and manager wants position of responsibility with good terminal house or grain company; was connected with terminal elevator handling three million bushels of grain in grain exchange and from companies. Have not been actively engaged in business for past year owing to sickness. Address Mantion, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR OWNERS—We have a large list of competent and experienced elevator men, bookkeepers, auditors, managers and second-men, who are desirous of obtaining employment as soon as possible. If you are in need of a good man for any department, send full details regarding position, and we will gladly furnish you with the names of men competent to fill the place. This service is absolutely free. Address The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

PROPOSALS.

PROPOSALS FOR FORAGE.—Dept. Quartermaster's Office, Federal Building, Chicago, Ill., July 10, 1914.—Sealed proposals will be received here until 11 A. M., Central Time, August 10, 1914, for furnishing forage at posts in Central Dept., during nine months commencing Oct. 1, 1914. Information furnished upon application to Dept. Q. M., Cen. Dept., U. S. A.

MISCELLANEOUS.

FOR SALE—New Oliver No. 5 typewriter. Only slightly used. V. J. Olson, Grand Junction, Iowa.

HELP WANTED.

GRAIN BUYER wanted for stations in Nebraska. Apply Benson Grain Co., Wakefield, Nebr.

MANAGER, experienced, wanted to take charge of one large and two small grain elevators in Northeast Kansas. Send references with application. Address Birch, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Energetic, settled traveling salesman, preferably acquainted with Eastern territory, to sell Seeds and Feeds. State age, experience and salary expected. Also give references. Address Lane, Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED—Head man Michigan elevator. Good experience with beans, grain and feed. Careful buyer, sober and agreeable. Modern plant, splendid town, good position. If not a live one don't apply. Address personal letter, stating age, experience, salary expected, when and where last employed. Address Michigan, Box 12, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

NEW YORK water power grist mill for sale. Located in prosperous milling section. Good Buckwheat outfit. Address Aug. Bolender, Agt., Collins Center, N. Y.

ARKANSAS flour mill and elevator for rent or sale; modern; moneymaker; 60 bbl.; complete corn dept.; only mill in town of 8,000; wagon wheat; A-1 exchange. A. B. Stone, owner, Fayetteville, Ark.

HAVE BARGAIN in 200 bbl. mill and elvtr.; water power; good city. Central Ind. Another bargain, mill and elvtr.; wheat and corn belt W. Ind. Plenty choice offers in elevators in our private list. Have sold 153. All satisfied. Buy of me and make money. John A. Rice, Frankfort, Ind.

KANSAS flour, feed and ice plant, for sale; newly installed, with business established; in one of the best eastern towns in state; will sell controlling interest with management; poor health reason for selling. For description address Kansas, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A big bargain, 100-bbl. flour mill in the best western Minnesota district, thoroughly equipped with best modern machinery; good live town, no other mill near; I am not a miller and have other business; might consider some trade, or give terms. Address John A. Lane, 617-20 Plymouth Bldg., Minneapolis, Minn.

PENNSYLVANIA grist mill for sale, doing a good business, 150 patrons; no other mill within 5 miles; equipped with both water and steam power; will also sell 7-room dwelling in good condition. Mill is 50x27; feed room attached; new dam built 5 years ago; excelsior mill could be started in connection if so desired. Mill grinds buckwheat, rye flour and all kinds of feed; has elevators and conveyors; established in 1864; owner will remain with purchaser until he becomes acquainted. Full particulars, terms, etc., will be given upon request. Address R, Box 1, Grain Dealers Journal, Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

FOR SALE—4,000 second-hand cotton wheat bags. For prices write Foell & Co., 123 Market St., St. Louis, Mo.

GRAIN BAGS FOR RENT AND FOR SALE We can rent you grain bags any quantity. Write for terms. Also have several thousand grain bags for sale. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

BUSINESS OPPORTUNITIES.

CENTRAL IOWA lumber, grain and coal business for sale, on C. G. W. Good reasons for selling. Would consider a small farm in N. Iowa or S. Minn. Address D. R. Box 1, Grain Dealers Journal, Chicago, Ill.

MICHIGAN elevator, potato and hay warehouse for sale at best point in Wexford Co. Will sell half or all. Party buying to take full charge. Reason for selling have other business that takes my time. Write for further particulars. Manton Produce Co., Manton, Mich.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

WANTED—Flour and feed business in town no less than 10,000 inhabitants. Would consider grain business in connection. Must be good location and business in Southwestern Ohio, Southeastern Indiana or Northern Kentucky. Address Ky., Box 11, Grain Dealers Journal, Chicago, Ill.

MR. GRAIN DEALER.

Do you want to increase your profits? You can do so by selling King Lightning rods during your spare time. Write us for agency proposition. It's a winner.

Geo. M. King Mfg. Co.,
609 E. Walnut st., Des Moines, Iowa.

STEAM ENGINES, BOILERS.

FOR SALE—One 9x12 Bromwell steam engine as good as new, only been used three months. A bargain if sold at once. Fred Schlientz & Son, Eldorado, Ohio.

FOR SALE—One 20 h. p. Erie steam engine and a twenty-five horse power boiler all in good running order. For particulars write Jos. Sandbothe, Martinsburg, Mo.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for "engines" column of the Grain Dealers Journal bargains—the "Steam Engines—Boilers" column.

SCALES FOR SALE.

FOR SALE—26,000 pound Howe Hopper Scale. In good condition. A BARGAIN. RICHARDSON SCALE CO., Passaic, N. J.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

SCALES—Refitted 80-ton 42 inch Fairbanks R. R. Scale. Good as new. Also wagon, portable and Dormants—New and Second hand. Send specifications and write for price and catalogue today.

Howe Scale Co.,
409 N. 4th St., St. Louis, Mo.

DYNAMOS—MOTORS.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order



DYNAMOS, MOTORS, ELECTRICAL REPAIRS.

We give one year's guarantee with all dynamos and motors sold by us. The reason we can do this is, all machines are put in condition good as new before we ship them. We carry a large assortment of motors in stock. Write us your needs and let us give you a square deal.

Northwestern Electric Co.,
611-13-15 W. Adams St.,
Chicago, Illinois.

GASOLINE ENGINES.

FOR SALE—18 h. p. Lewis gasoline engine. Good repair. Write McColl Lbr. Co., Perry, Iowa.

FOR SALE—30 h.p. Coffield Gasoline Engine in A1 condition. Will sell for \$350.00. Spade Mfg. Co., Kalamazoo, Mich.

FOR SALE—28-30 h.p. Foos standard horizontal, \$365. 100 other sizes and styles. State your power needs. Badger Motor Co., Milwaukee, Wis.

FOR SALE—One 25 h.p. Olds with 36" friction drive clutch pulley. Good condition. Installing electric power. Will sell at a bargain. The C. E. De Puy Co., Pontiac, Mich.

FOR SALE—35 horse power Foos gas engine, slightly used, priced to sell—write us. Canadian Mill & Elev. Co., El Reno, Okla.

FOR SALE—30-h.p. Vaughn Gearless gasoline engine, almost new. Have installed electric motors. Also large shaft and friction clutch for engine complete. Price \$200 f. o. b. cars Eaton, O. Star Elevator, Eaton, Ohio.

GASOLINE ENGINES FOR SALE.

- 44 H. P. Fairbanks-Morse.
- 25 H. P. Columbus.
- 25 H. P. Fairbanks-Morse.
- 22 H. P. Fairbanks-Morse.
- 15 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
- 6 H. P. Fairbanks-Morse.
- 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

BUILDING MATERIAL.

FOR SALE CHEAP—2,000,000 feet elevator cribbing, lumber, joists and boards; 2,000 sash and doors, all sizes. Our prices will surprise you. Write at once for bargains. Ruel Wrecking Co., 7337 Stony Island Ave., Chicago.

FERRETS WANTED.

FERRETS—Want to buy pair of ferrets. Write Bank of Elgin, Elgin, Okla.

INFORMATION BUREAU.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 305 So. La Salle st., Chicago, Ill.

MACHINES FOR SALE.

FOR SALE.

One Jaw Clutch Rope Car Puller, Weller No. 4. One Fairbank Hopper Scale, capacity two tons. One Richardson Sacking Scale, 1913 Model, seven bushel capacity, practically new. One New Four Fan Dust Collector, Nurdyke and Marmon make type No. 403.

The Raymond P. Lipe Co.,
Bryan, Ohio.

MACHINERY BARGAINS.

- 2 Boot Tanks, each..... 20.00
- 1 Steam Condenser..... 30.00
- 1 Grain Spout complete..... 4.00
- 1 large bell..... 20.00
- 10 Belt Tighteners, each..... 5.00
- 300 Salem-cups, 6x16, each..... .12
- 50 " " 6x18 " "..... .12
- 600 Empire Buckets, 5x16..... .06
- 150 " " 6x18..... .06
- 1 26" 3 ply 125 ft. Conveyor Belt..... 50.00

All of the above are in good condition and snaps at the prices offered.
La Crosse Wrecking & Lumber Co.,
La Crosse, Wisconsin.

MACHINES FOR SALE.

FOR SALE—1-3 roll mill, standard make; size of roll, 20 inches long; almost brand new. Will sell cheap. Address L. J. & R. W. Jeter, Ashton, Ill.

FOR SALE—1 ball-bearing attrition mill; was replaced with larger mill. Price \$175.00. Address Feed Mill, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—International gasoline traction engine, 25 h.p., with four-bottom 14" plow, little used. Price \$1,200.00. Geo. H. Hess, La Grange, Ill., or 5 North La Salle St., Chicago, Ill.

FOR SALE—One 4 roll Northways, two pair high, feed and corn mill—good as new. Specially equipped with two feeders—one for each pair rolls. Price \$200.00 f.o.b. Moorhead. We are installing larger mill of same make. N. J. Olsen Co., Moorhead, Minn.

FOR SALE
ROLLS AND MACHINERY FOR 75-BBL. RYE FLOUR MILL.

Will sell cheap for quick sale. Address W. Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

One Victor Combined Sheller and Cleaner, mill size \$35.00.

One 24" Monarch French Stone Buhr Mill and elvtr. in perfect condition, \$100.00.

D. O. Friend, Brighton, Iowa.

Are You Looking for Real Bargains?

In Single or Double-head Attrition Mills, Any Size, Style or Make at Your Price. 16" to 36" Monarch's, Foos's, Unique's American's, Halsted's, Robinson's from \$90 to \$225 ea. in remodeled form, much less when purchased not remodeled. All remodeled machines guaranteed to be in as near new a condition as can be made. Also a full line of Reels, Roller Feed Mills, Shellers, Burr Mills, Crushers, Corn Crackers, etc. Write for catalogs today whether you want new or second-hand machinery or supplies.

George J. Noth,
No. 9 South Clinton Street, Chicago, Ill.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed machinery in the World.

Roller Feed Mills: 9x18 and 9x24 Noye, 9x24 Northway, 9x24 Dawson, 9x18, 9x24 and 9x30 Allis, three pair high; and 9x18 Hutchison; 9x30 Acme; two pair high; one No. 1 and one No. 2 Willford, three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Corn and Cob Crushers: No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Eveel, Foos Scientific Mills, No. 2 "Triumph," 2 No. 7 and one No. 12 Sullivan, etc.

Attrition Feed Grinding Mills: 16, 20, 24 and 30 inch "Monarch"; 18 "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills: 9x18 and 9x24 "Noye"; 9x18 "Odell"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills: All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.
B. F. GUMP CO.,
431-437 So. Clinton St.
Chicago, Illinois.

Grain Carriers

MILLING IN TRANSIT rates on rye have been granted by the Milwaukee Ry. to apply at Grafton, Wis., on the same basis as applies at rye milling points on the direct line.

THE LARGEST CARGO of wheat—318,000 bus.—ever taken from the Chicago River was recently shipped on the steamer George W. Barnum loaded at Armour Elevators A and B.

A NEW rate of 30½c per hundred pounds has been allowed by the Interstate Commerce Commission on malt shipments from Minneapolis to New Orleans. This is an advance of 5c per hundred pounds.

A SWITCHING CHARGE of \$2 per car for each movement will be levied by the C. & N. W. Ry. after July 23 for the moving of all cars after the first placement for loading or for unloading when such switching is done on account of or within an industry.

THE NEW HAVEN RY. has filed a new tariff covering charges for spotting cars with the Interstate Commerce Commission to become effective July 15. The proposed charge will be 5½c per ton net with a minimum of \$2 per car. Similar tariffs filed by other roads have been suspended pending a hearing by the commission.

THE PRESENT DIFFERENTIAL of one cent per hundred pounds on shipments of grain and grain products from Milwaukee to eastern points via break-bulk lines will be continued on the Pere Marquette Ry. by special permission from the Interstate Commerce Commission. The order to advance the rates on Aug. 1, is temporarily suspended.

THE PROPOSED INCREASE of 1c per hundred pounds on grain in Illinois has been suspended by the Public Utilities Commission until October 30. The rate was suspended as the result of the complaint filed by the Farmers Grain Dealers' Ass'n. and was opposed vigorously by the grain dealers of the state generally. The rate was previously suspended till July 1.

THE GRAIN TRADE of Port Colborne, Ont., is temporarily tied up by a strike of the elevator operators. The trade is not active now and will probably not be until after the new crop begins to move. Another feature is the large amount of grain going by rail direct to Montreal. This later condition is due to the unsafe navigation of the St. Lawrence river.

LOSS OF GRAIN IN TRANSIT is the basis of a suit by the Farmers Grain Co., of Dorans, Ill., against the Illinois Central Railroad Co., filed in the city court at Mattoon, Ill. The railroad company is alleged to have furnished defective cars, handled cars roughly and failed to make delivery in a reasonable time. The damages aggregate a large sum, covering 90 shipments.

GRAIN RATES from stations on the T. St. L. & W. Ry. to Cincinnati which formerly applied in connection with the Big Four, Pennsylvania and C. & O. Rys., will now only apply in connection with the latter two according to Traffic Mgr. Guy M. Freer of the Cincinnati Chamber of Commerce. The shipments from these points over the Big Four will be subject to classified rates.

THE GULF & LAKE Navigation Co. is reported to be the latest lake merger for

the handling of grain on the lakes. According to the rumor it has acquired an elevator at Kingston, Ont., and a large dock property at Oswego, N. Y., near the mouth of the Erie canal, from which place grain will be routed in barges thus shortening the route 130 miles as now traveled between Buffalo and New York.

THE SPOTTING TARIFFS recently filed by the N. H., N. Y. C., B. & O., and Erie Rys. have been suspended by the Interstate Commerce Commission until October 29. The proposed tariffs imposed a 5½c per ton tax for spotting with a minimum of \$2 per car. It was expected that the commission would suspend the tariff because of the indefinite nature of some of the phrases. Hearings will be assigned within a short time.

A SUSPENSION of tariffs, in which it is proposed to cancel from Milwaukee via Chicago the present re-shipping or proportional rates on grain and grain products in carloads to all points east of Chicago, has been applied for to the Interstate Commerce Commission by the Milwaukee Chamber of Commerce. The effect of the proposed rate which is to go into force August 1 will be to restrict shippers to routing all cars via the ferry line out of Milwaukee.

THE SUIT OF THE AMERICAN HAY CO. against the Central Vermont Railway Co. asking for the refund of the difference between a thru and local rate from St. Albans, Vt., the southern market was dismissed on June 9, 1914, by the Interstate Commerce Commission. The rate in question was for a car of hay received at St. Albans by the hay company which should have been sent forward on an "own billing" but which was forwarded on a new billing and consequently charged a local rate by the carrier.

ALLEGED DISCRIMINATION in the kind of cars furnished the Farmers Co-operative Ass'ns. of the middle west has given rise to a complaint against the C., B. & Q., N. W. and other railroads. The complaint was brought by the Farmers Co-operative Ass'n and the Farmers Grain Dealers' Ass'n. of Iowa, the Farmers' Co-operative Ass'n. of South Dakota, and the Farmers' Co-operative Grain and Live Stock Ass'n. of Nebraska and asks for remedial measures including reparation to shippers for the furnishing of car doors.

RATES from points in Kansas and Missouri on wheat milled in transit at Coffeyville, Kan., the product to be re-shipped to destination in Oklahoma, have been declared unreasonable by the Interstate Commerce Commission. The decision was reached as the result of a complaint filed by Rea-Patterson Milling Co. of Coffeyville, against the M., K. & T. Ry. The cars in question were shipped from Parsons, Kan., to be milled at Coffeyville and then sent to Oklahoma. This involved a 31-mile out of line haul. Reparation was awarded on 16 cars for this haul.

THE TOTAL CAR SURPLUS for the country was 220,875 on July 1, according to the report of the American Railway Ass'n.; compared with 232,994 cars on June 15 and 70,740 cars on July 1, 1913. The decrease was not decidedly marked. The total shortage for the United States and Canada was only 1,333 cars. The railroads are taking every precaution to keep the supply of cars up in the winter wheat growing states by drawing all the available cars possible from the eastern and southeastern states. During the past month the surplus cars have been increased by 1,300 in Kansas, Missouri, Col-

orado, Nebraska, Arkansas and Oklahoma.

THE C. G. W. RY. has leased the Mankato branch of its road running between Randolph and Mankato, Minn., to the M., St. P. R. & D. Electric Traction Co. The traction company took possession of the road on July 1. The road in question serves the following stations in Minnesota: Wallace, Waterford, Northfield, Dundas, Faribault, Warsaw, Morristown, Waterville, Elysian, Greenland, Madison Lake, Watters and Mankato. All joint rates now applying to or from these stations via the C. G. W. Ry. will be continued in effect via the Chicago Great Western Railroad, Randolph, Minn., and the M., St. P., R. & D. Electric Traction Co. This will make no change in the basis of rates and divisions between the C. G. W. Ry. and connecting lines. The proportions now accepted will be accepted jointly by the C. G. W. Ry. and the M., St. P., R. & D. Electric Traction Co.

JOINT RATES on grain in carload lots from Montana points to Omaha, and South Omaha, Nebr., and Council Bluffs, Ia., over the Northern Pacific and C., B. & Q. Rys. were granted by the Interstate Commerce Commission June 9 as the result of a complaint brought by the Omaha Grain Exchange. The opinion held, that defendants Northern Pacific Railway Company and Chicago, Burlington & Quincy Railroad Company should establish and maintain joint rates on grain, from Montana points on the line of the Northern Pacific Railway Company west of Billings, to Omaha, South Omaha, and Council Bluffs, not higher than the rates contemporaneously maintained from the same points of origin to Minneapolis, Minn., via the Northern Pacific Railway. That the essential disparity in the distance traversed over the Chicago, Milwaukee & St. Paul Railway as between points of origin in Montana, North Dakota, and South Dakota, and Minneapolis on the one hand, and between said points of origin and Omaha on the other hand, warrants a difference in the rate that may be charged for the contrasted hauls; that the difference in the rates now charged of 5 cents is unjustly discriminatory and prejudicial; and that, except where at present equal rates apply, the defendant carrier should establish from said points of origin to Omaha, South Omaha, and Council Bluffs, a rate not to exceed by more than 2 cents per 100 pounds the rate contemporaneously charged from said points of origin to Minneapolis.

Exports of Feedingstuffs.

Exports of feedingstuffs during April, 1914, compared with April, 1913, and during the ten months ended May 1, 1914, compared with the corresponding period ending May 1, 1913, according to the report of the United States Bureau of Statistics, were in tons as follows:

	Eight mos. ended			
	April, 1914.	April, 1913.	May 1, 1914.	May 1, 1913.
Bran and middlings	95	301	2,046	5,428
Dr. gres. and mlt. spts.	8,844	8,144	49,356	56,728
Mill feeds	3,160	20,404	59,266	124,149
Oil Cake and Oil Cake Meal.	1,287	3,862	25,199	30,277
Corn	8,239	85,359	304,563	504,777
Cottonseed	15,245	37,156	299,894	352,967
Linseed	702	163	3,442	3,304
All other				

NEW OATS will start low enough it seems at present writing, and if early shipments should not be as heavy as anticipated, a steady market may prevail.—Urmston-Harting Grain Co.

SEEDS FOR SALE—WANTED

DIRECTORY

OF THE

Grass Seed Trade

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants
Scarlett & Co., Wm. G., whse. seed merchants

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., grass and field seeds

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.

Louisville Seed Co., grass seed dealers.

Ross Seed Co., field seeds, exporters.

MADISON, WIS.

Olds Seed Co., L. L., Wis. field seeds.

MEDIA, ILL.

Lewis, E. G., field seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Rosenberg & Lieberman, alfalfa, clover, etc.

Teweles & Co., L., grass and field seeds.

NEW YORK, N. Y.

Leifmann's Hamburg, rep. I. L. Radwaner, fld. sds.

Loewith, Larson & Co., clover, grass, field seeds

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, Whse. Field Sds

GRAIN FOR SALE.

OATS AND CORN FOR SALE.

We have over 100,000 bu. of good, clean oats and will have some 200,000 bu. of corn for sale, direct from our farms. THE NORTHERN OHIO LAND COMPANY, Paulding, Ohio.

GRAIN WANTED.

HAY AND GRAIN WANTED

Wheat, Corn, Oats, Hay, Straw, Milling Buckwheat, Bran, Middlings, Red Dog, Potatoes. C. T. HAMILTON, New Castle, Pa.

WANTED—Grain and grain screenings for fine grinding. We can use any kind of sound grain and screenings for milled molasses feed. W. E. Trammell, Norfolk, Va.

L. TEWELES & CO.

Seed Merchants

Grass and Field Seeds

Milwaukee

Wisconsin

KINSEY BROS.

GRAIN, HAY and SEED MERCHANTS

Field Seeds a Specialty

NORTH MANCHESTER, INDIANA

SEEDS FOR SALE.

CLOVER SEED wanted. Have buyers for car lots or less, clover. Mail samples and offers. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

SEED FOR SALE.

German Millet, Timothy, Sapling, Medium Red and Alsike Clover, Cow Peas, Cane Seed and Seed Corn of all varieties. We will buy Oats, white and black mixed, bulk cars, mail samples and lowest prices.

Wood, Stubbs & Co.,
Louisville, Ky.

Prompt Shipment

Alfalfa
Crimson Clover
Burr Clover
Hairy Vetches
Dwarf Essex Rape
Tall Meadow Oat Grass

Loewith, Larsen & Company

150 Nassau Street

NEW YORK

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Cars always enroute. Write or wire for delivered prices.
ALBERT MILLER & COMPANY
192 No. Clark St., Chicago

THE NATIONAL CITY
BANK OF CHICAGO

Capital \$2,000,000.00 Deposits \$31,283,201.31
Surplus and Undivided Profits \$830,627.50

Safety,
Service & Sincerity

The foundation of the success of this bank.

We invite your consideration of our facilities.

MAKE THIS YOUR MARGIN DEPOSITORY—
APPROVED BY CHICAGO BOARD OF TRADE.

105 S. Dearborn St.
CHICAGO, ILL.

If Your Business

isn't worth advertising
advertise it for sale.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL,

315 So. La Salle Street, Chicago, Ill.

ALFALFA
THE GREAT SOIL IMPROVERGROWING EASY
With NOD-O-GEN

NOD-O-GEN is a pure culture of living bacteria for inoculating alfalfa seed. Its use makes the chances of success with alfalfa 60 per cent greater.

NOD-O-GEN IS FREE. With each bushel (60 lbs.) of Ace, Pine Tree or Globe brand alfalfa seed we supply enough Nod-o-gen culture to inoculate the seed.

Get full particulars by mail. Write now.

THE ALBERT DICKINSON COMPANY

CHICAGO

Wholesale Seed Merchants
Est. 1855

MINNEAPOLIS

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SWEET CLOVER SEED, white and biennial yellow. Prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

SEEDS WANTED.

I AM ALWAYS in the market for first class European shippers EUROPEAN BEANS, PEAS, SUNFLOWER SEED, PUMPKIN, MILLET, ALPISTE, MUSTARD in small and large quantities, at cheapest quotations c&f New Orleans or N. Y. or any other ports. Please ask for offers. L. KAUFMANN, 617 N. Y. Life Bldg., Chgo.

WE BUY AND SELL

Clover, Timothy, Alfalfa, Millet, Seed Grain and Seed Potatoes.

Our Specialties—Wisconsin Pedigree Grains and Wisconsin Grown Seed Corn.

L. L. OLDS SEED CO.
MADISON WISCONSIN

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

WANT HELP?

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO

FOR SALE

Machinery and power plants of

500 Bbl. N&M Corn Mill
750 Bbl. Oat and Cereal Mill
(Allis)

150 Bbl. Alfree Feed Mill
100,000 Bu. Elevator
(Invincible)

50 Ton Alfalfa Mill
(Williams)

100 Bbl. Poultry Feed Mill
(Allis)

H. D. LeFEVRE

Nebraska City, Nebraska

SEEDS FOR SALE.

SEED BUYERS AND SELLERS can quickly sell and quantity, or buy any amount or quality by making their want known through an insertion of an advertisement in the "Seeds For Sale" columns of the Grain Dealers Journal, Chicago.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

ALFALFA

CAR LOTS

STORED IN NEW YORK

OR

SHIPMENT HAMBURG

I. L. RADWANER

44-46 Pearl St., NEW YORK CITY

Direct

Reduction Tables for Corn and Oats

Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

Grain Dealers Journal

315 S. La Salle Street CHICAGO, ILL.



Timothy—Red Clover—Alsike—Alfalfa—White Clover—Crimson Clover—Canada Bluegrass—Kentucky Bluegrass—Redtop—Millet—Lawn Seed—Orchard Grass—Seed Grains—Peas—Popcorn, etc.

WHITNEY - ECKSTEIN SEED CO.

BUFFALO, N. Y.

Correspondence Invited

A Trial Order

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the Grain Dealers Journal on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

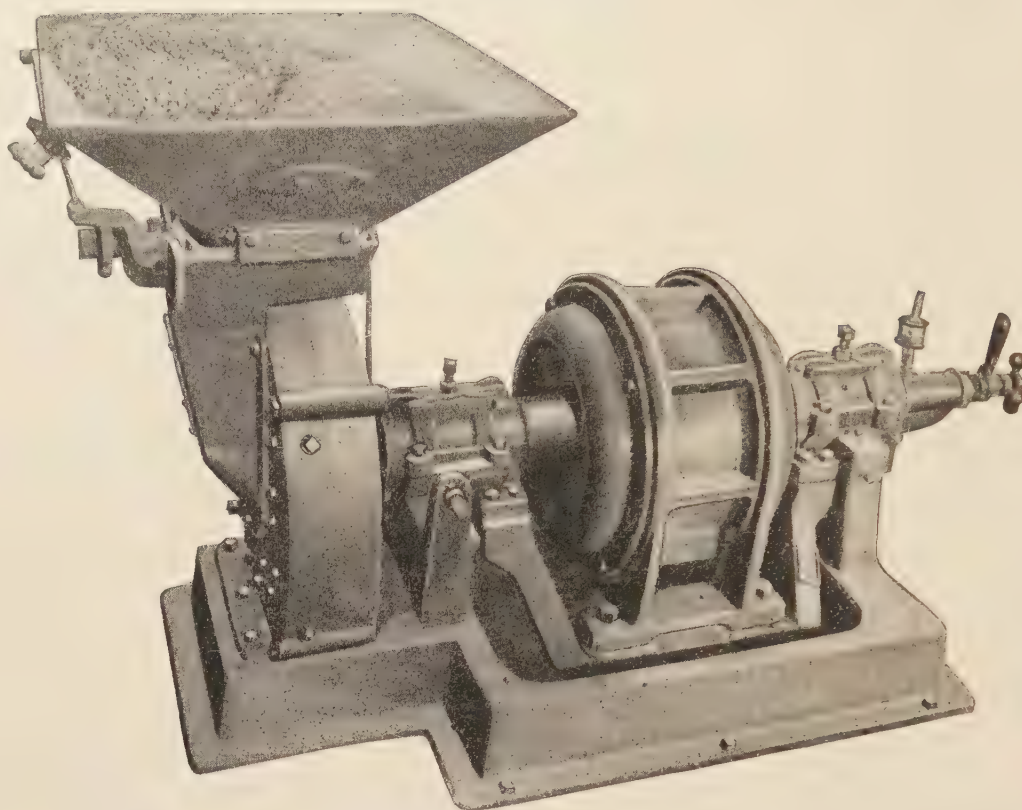
Name of Firm.....

Capacity of Elevator

Post Office.....

.....bus.

State.....



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For Texas, Oklahoma and Arizona business refer to Southwest General Electric Company (formerly Hobson Electric Co.), Dallas,
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GRAIN DEALERS JOURNAL

[Incorporated]

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CHARLES S. CLARK, Manager.

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 3, 1898.

CHICAGO, JULY 10, 1914.

BLACK RUST is reported in some sections of South Dakota, but the area affected does not seem to be extensive enough to cause much alarm.

CROP REPORTS and reports on grain movement are always welcome. Our readers everywhere are deeply interested in your local conditions. Please let us hear from you.

SMUTTY WHEAT, judging from late reports, promises to give the grain buyers of Illinois, Indiana and Ohio more trouble than usual, consequently it behooves every buyer to inspect closely each load brot to his elevator.

UNFAIR competition such as penalties to stockholders and overbidding at one station and underbidding at others will receive further discouragement if The President's anti-trust legislation now pending before Congress is enacted.

CONTRACTING FARMERS' wheat by acreage instead of bushels, is the wildest speculation in which the country grain buyer can indulge. It virtually amounts to the buyer's giving the farmer a put without limit as to the amount, time or quality, and one very bad feature of the practice is that no attempt is made to reduce the contract to writing, consequently if the market goes up the farmer will sell his grain at a higher price offered elsewhere and the maker of verbal contracts will get left.

FEDERAL RULES, governing the grading of corn, provide for six grades and the discount on the dirty, damaged, low grades are very distressing to shippers who have paid no attention to the careful classifying of their receipts. What do you think of the grades?

HOW MUCH does it cost you to get a bushel of grain thru your elevator? Divide your total expenses in handling a crop by the number of bushels bot and tell us what you get. The more figuring country buyers do along this line, the less frequently will they raise their posted bid for grain.

MANY ACCIDENTS in elevators can be traced direct to the fact that the plant was not equipped with a good friction clutch. Such a device is a great convenience. It saves power and reduces the chance for accidents by enabling the operator to cut off his machinery quickly and easily.

A STRIKE is threatened by practically all the employees of sixty-seven railroads west of Chicago, so it behooves grain dealers who make long time contracts for delivery, to insert a clause releasing them from liability for delay due to strikes, lockouts and other accidents beyond their control.

SPRINKLER HEADS under dust collectors sometimes will become so encrusted with accumulated dust that in case of fire they will not open. An insurance adjuster reports some bad losses due probably to this cause, and urges that frequent inspection be given sprinkler heads so placed that dust can gather thereon.

THE KANSAS Grain Grading Commission is said to have decided to make no changes in the rules governing the grading of wheat, which will simplify the shippers' classification of this year's crop. Judging from many reports received however, the quality is so uniformly superior to most crops that less trouble will be experienced in marketing the crop than for many years past.

DON'T STRAIN your eyes looking for a car shortage. It will come soon enough, unless all shippers and receivers exert themselves to hasten the release of rolling stock. It seems very probable that rigorous regulations will be adopted, unless the shipping public makes a special effort to release cars promptly. The results of the \$3 per day demurrage charge assessed against shippers and receivers in California, for delaying cars, is gaining favor with the railroad companies everywhere, and no doubt will eventually be adopted in all sections of the country, but shippers and receivers can delay its introduction here by more promptly releasing cars, so that the railroads can use them more of the time for transportation purposes.

THE NAME of a weighing association, an exchange or any public or semi-public organization should not be loaned to the operator of a private elevator for the purpose of giving his weights the appearance of having been determined by disinterested parties. Each buyer's weights should stand for exactly what they are. Any misrepresentation or attempted misrepresentation is sure to react upon the buyer who profits by the deception.

ELEVATOR OWNERS cannot afford to overlook the fact that calcium chloride solution, placed in barrels at convenient points about the elevator, will not evaporate rapidly in summer nor freeze in winter, and owners of thousands of plants which have been saved from destruction because of the protection afforded by well filled water barrels, are glad to testify to the effectiveness of this fire fighting apparatus. It's too cheap to be without.

GRAIN DEALERS everywhere seem to be satisfied with the new Moss Bill, or Grain Grades Act known as H R 17329. The only protest made up to the present writing was voiced at the Toledo meeting of the Northwest Ohio Ass'n., and even that did not assume the form of a resolution or call for action on the part of the association. If the trade is opposed to the provisions of the new bill, the dealers should speak up and point out what they consider its defects NOW.

PRIVATE SEALS are now being used by the majority of the progressive grain shippers of the land, on every grain car opening, and reports are being rendered on these seals in an ever increasing number of markets, so that in the near future the shipper will have reliable information as to whether or not the contents of car were tampered with in transit. The use of such seals not only reduces the chance of pilfering thieves taking car's contents without detection, but it discourages their attempting to do so, because the railroads are now keeping track of the unsealed cars, as well as the leaking cars.

MANY ELEVATORS have been sacrificed to fire because the owner could find no fire after the house had been struck by lightning, until early in the morning a fireman pulled him out of bed to show him the smoldering ruins of his plant. A similar hazard has recently come to light in an elevator fire at Superior, Wis., where an elevator was badly damaged by fire late one afternoon, and altho the flames were extinguished, watchmen were kept on guard. At 5 o'clock next morning fire was discovered smoldering in the dust of the basement, but it did not get a start. The watchmen were vigilant, the flames were extinguished and the elevator was saved.

AN IOWA buyer has sent a letter to all his farmer patrons, calling their attention to the new corn grades and warning them against the large percentage of moisture in the varieties of corn now commonly grown. He also warns them against attempting to market corn that is full of dirt and against broken grain and foreign matter, which will surely result in the grading down of their corn. If buyers start right with the new grades farmers will help to make grading easy.

THE NEW FEDERAL corn grades, which have been adopted in all terminal markets excepting those of the Atlantic seaboard, make it imperative that every shipper so equip his elevator with cleaners that he can load out all corn in clean condition. The new grades will make it profitable for the grain elevator man to classify his receipts more closely. The country elevator man may be able to dump all grain in one bin as heretofore and escape jail, but his losses will cost him much more than the best corn cleaning equipment obtainable.

A KANSAS grain dealer, who has stoutly refused to contract farmers' grain in advance of its harvesting, writes: "Much money will be lost on early purchases of wheat. Many country buyers have contracted to pay entirely too much. Some have contracted with irresponsible tenants, who will later sell the wheat again to some other buyer for more money. A wet harvest or rains during threshing will cause delay and some damage." If any sane dealer can show wherein he is wrong in any respect, we would like very much to hear full particulars.

COMPETITION is said to be guilty of inducing grain buyers in many sections to buy new oats and new corn *now*, not because the farmer proposes to put up a bond to guarantee delivery, but simply because a few farmers who are willing to indulge in sharp practices, wish to speculate with the grain dealer's money. In other words, farmers will make verbal contracts for the delivery of new grain as soon as harvested. If the price at that time suits them, they will make delivery. If it don't, they will simply take it elsewhere, and get a higher price. All many of them seem to be seeking is to have the grain buyer guarantee them against lower prices than now exist, and 90% of these farmers, when asked to sign a written contract, are so deeply insulted that none but the hardened buyer, who knows their game, has nerve enough to insist on a signature. Grain buyers who wish to make a living out of their business owe it to their families to reduce these transactions to writing.

GRAIN DOORS or old dry lumber should not be piled close to the elevator, as they are very likely to be set on fire by sparks emitted from passing locomotives and the fire communicated to the elevator. The surface of the grain doors, when piled flat not only catches all sparks coming their way, but prevents sparks rolling off. If they must be piled near the elevator, they should be covered with a sheet of galvanized iron, so as to protect them from the water, as well as from the fire.

NATURALLY some of the old-time farmer agitators have been awakened by the persistent reports of large crops, and they are now busily engaged in writing "Hold Your Wheat" circulars. The one great trouble with their advice is that the farmer has no place to store all his wheat. As soon as he gets it out of the stack, he must take it to market, and in view of the fact that all lake cargo room for August shipment has been engaged, it seems certain the farmers have made generous contracts for early deliveries.

CONGESTION OF TERMINALS is sure to cause aggravating delays during the coming winter, as the receiving and storing facilities of the winter wheat markets are not equal to the task of handling the grain. During the last ten years the elevator capacity of both Chicago and St. Louis has been greatly reduced by fire and wrecking. If the railroads will not provide ample storage facilities for bulk grain at terminals, then they are wilfully guilty of *forcing* the trade to use their box cars for storage purposes.

PAPER is fast being recognized as the most practical material for cooping cars for bulk grain loading, and the Missouri Pacific has recently issued a coopeage circular to shippers along its line, in which it recommends without any reservation the use of heavy paper or burlap. Expecting a heavy movement of grain, it has instructed all its employees to record and report every car seen leaking grain. The efforts of the railroads to instruct shippers in the proper coopeage of cars and to assist them in doing so is a most healthful sign. Shippers are just as anxious to avoid shortages as the railroads can be, and will welcome the day when their grain goes forward to destination without loss. It is but natural that some shortages are due entirely to careless cooping, but as shippers become better informed as to what is needed to place car in condition to receive grain, they will gladly comply with the requirements and reduce the loss, even though the material and labor be provided at their own cost. The shortage troubles have so long sapped the profits of shippers they will welcome anything which will bring them perfect relief.

DELAYED REINSPECTIONS will not be permitted much longer in Kansas City, as the directors of the Board of Trade have recommended changes in its rules which will limit purchaser's rejection of grain bought to 1 o'clock of the next business day following day of sale. While it is probable that this reform will not be put into force until some time next year, still the agitation requiring shippers to guarantee the grade of their grain indefinitely has been so persistent that even the buyers must despair of continuing the old time practice.

COOPERING CARS intended for grain shipments is not attempted by all railroads, in fact some seem to be employing such incompetent car inspectors that placards are placed on cars, declaring them to have been "inspected and placed in condition for grain loading" without inside of car having been inspected. It would be much better if railroads indulging in this practice would refrain from labeling any car until it is known absolutely to be in fit condition to transport bulk grain. A Kansas grain dealer recently favored us with several cards, which he tore from cars that were not in condition to hold grain even when standing still. Evidently the inspectors of some railroads are not required to give any account of their work. What now seems to be greatly needed is an inspector of the inspector's work, and inasmuch as the railroads do not provide for such inspection, it is up to the grain shipper to see that he gets cars suited to his needs.

STOCK CARS, much less than any other cars, should not be loaded with grain, if carriers require shippers to load them at their own risk of loss in transit. Some of the southwestern railroad companies which have been preparing their stock cars for carrying bulk grain, are said to be making this unreasonable requirement of shippers willing to take the chance. It is not necessary for shippers to assume all the burden of transportation and it is not within the power of the railroad company to require them to do so. Shippers who willingly sign away their rights of recovery for loss in transit cannot expect the railroad companies to look after their property. True, they might reload it if the stock car was in a wreck, but as to stopping up a leak or hurrying the car forward during rainy weather—well, they'd simply forget about it and the shipper would have to stand the loss. If the carriers consider the stock cars as they prepare them so hazardous that they cannot afford to guarantee safe transportation for the grain, then they should not tender them for loading.

Enforcing New Corn Grades at Chicago.

Corn coming to market during July has passed thru the germination period and is safe to handle. The excessive moisture contained in the corn at harvest time has had time to evaporate. Consequently the troublesome questions of soundness and moisture are largely eliminated in grading, making the work of inaugurating the new government grades much easier.

On the first day under the new rules the Illinois State Inspection Department found that making the various additional determinations on each sample took considerably more time than when the inspector was required to rely only on his judgment. A test was made of the time required to inspect a sample under the new rules, and with two men on the same sample the best time was fifteen minutes, not considering the moisture test. When corn is badly mixed, as from a plugged car, more time will be required. On this account it is feared that during the rush season, when the daily receipts of corn reach their maximum the inspection department will not be able to render the prompt service that has been the rule in the past.

Well settled conditions in the cash corn market kept prices for the different grades in a narrow spread, minimizing the certain effect of the new grades to increase the spread in price between the high and the low grades. No. 2 under the new rules is worth more than No. 2 under the old rules, and sample grade is worth less under the new than under the old rules. When corn of poor quality comes on the market next winter this difference probably will be emphasized. At present the difference is slight, as shown by a comparison of the market June 30, the last day under the old rules, with prices July 7 under the new rules. On June 30 out of 217 cars received at Chicago 7 were graded sample and sold around 65 cents. On July 7 287 cars were received and 11 were graded sample, selling around 63½ cents. While sample grade thus showed a loss of 1½ cents, the No. 2 mixed corn gained 1½ cents, between June 30 and July 7, advancing from 68½ to 70 cents, the July future closing ¼ cent lower July 7 than on June 30.

The lesson to be impressed on everyone handling corn from the grower to the miller or feeder is to keep good corn separate from the poor quality. A heavy penalty awaits the shipper at the market who has neglected to have ears of damaged corn picked out before shelling. This is just what was intended by the United States Department of Agriculture in establishing the new grades.

Press reports that the government had consented to a more liberal interpretation of the new rules on account of so much going into the lower grades on account of damage, are erroneous. At Chicago the government expert in charge, Mr. Carroll, merely gave the local trade an explanation of what is "damaged corn" commercially. Mr. Carroll simply applied common sense to the interpretation of the rules. Hereafter weevil-bored corn will be classed as damaged corn, even tho no live weevil are present. The rule specified live weevil. Also blue-eyed corn will be classed positively as "damaged." Broken corn will not be classed as damaged, but is sound corn.

C. H. Canby, pres. of the Chicago Board of Trade, said: "Some confusion and uncertainty in putting into effect the new federal grades of corn was to be expected, but I have not the slightest doubt but what the inspection department and our

grain comite will work out a satisfactory solution of the question. I believe that in a few days the system will be working with comparative smoothness and without injury to any of the different interests concerned. In interpreting department rules and regulations the rule of reason must be applied to the situation."

The grain comite of the Board of Trade, Chief Grain Inspector Gibbons of the State of Illinois, and Mr. Carroll of the United States Government Standardization office, are now working harmoniously under an identical interpretation of the rules.

Illinois Grain Dealers Storing for Hire Must File Storage Schedule.

Complying with the opinion of Atty. Wm. Bach of the Illinois Grain Dealers Ass'n, published in the Grain Dealers Journal several months ago, to the effect that country grain elevator operators who store grain for others and make a charge for the service are subject to control by the new Public Utilities Commission, after a hearing of grain dealers at Springfield, the Commission has formally announced its ruling that all warehousemen of classes A, B and C, are subject to its regulation and control.

The effect of this ruling is to require every grain dealer who charges storage or mixes grain of different owners to file with the Commission immediately a schedule of his rates and terms of storage.

The ruling, known as Conference Ruling No. 12, given July 2, follows in full:

CONFERENCE RULING.

It is provided in Section 1 of Article 13 of the Constitution of the State of Illinois, of 1870, that "All elevators or store houses where grain or other property is stored for a compensation, whether the property stored be kept separate or not, are declared to be public warehouses."

Section 58 of Article 5 of "An Act in Regard to Warehouse Receipts," in force July 1, 1907, defines "warehouseman" as "a person lawfully engaged in the business of storing goods for profit."

It is provided in "An Act to Regulate Public Warehouses and the Warehousing and Inspection of Grain, and to Give Effect to Article 13 of the Constitution of This State," in force July 1, 1871, that public warehouses shall be divided into classes A, B and C respectively, as follows:

"Public warehouses of class A shall embrace all warehouses, elevators and granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which grain is stored in such a manner that the identity of different lots or parcels cannot be actually preserved. Such warehouses, elevators or granaries being located in cities having not less than one hundred thousand inhabitants.

Public warehouses of class B shall embrace all other warehouses, elevators and granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together.

Public warehouses of class C shall embrace all other warehouses or places where property of any kind is stored for a consideration."

Section 10 of Article 1 of "An Act to Provide for the Regulation of Public Utilities," in force July 1, 1913, provides that "The term 'warehouse,' when used in this Act, includes all elevators or store houses where grain is stored for a compensation, whether the property stored be kept separate or not."

Section 8 of Article 1 of said Act provides that "The Commission shall have general supervision of all public utilities." Section 10 of Article 1 defines the term "public utility" to mean and include—

"Every corporation, company, association, joint stock company or association, firm, partnership or individual, their lessees, trustees, or receivers appointed by any court whatsoever (except, however, such public utilities as are or may hereafter be owned or operated by any municipality), that now or hereafter; (a) May own, control, operate or manage within the State, directly or indirectly, for public

use any plant, equipment or property used or to be used * * * for the storing or warehousing of goods."

It is therefore held by the State Public Utilities Commission, that public warehouses of classes A, B and C, which store grain or other property for a compensation, are public utilities, and as such are under the jurisdiction of this Commission and subject to its supervision, its order, rule or regulation.

Section 55 of Article 4 of "An Act to Provide for the Regulation of Public Utilities," provides that "No public utility shall begin construction of any new plant, equipment, property or facility which is not in substitution of any existing plant, equipment, property or facilities, or in extension thereof or in addition thereto, unless and until it shall have obtained from the Commission a Certificate that public convenience and necessity require such construction.

The Commission therefore holds that any warehouseman who was not at the time the Act to provide for the Regulation of Public Utilities went into effect engaged in the business of conducting a public warehouse of Class A, B or C, before he shall engage in such business, shall make application to this Commission for a certificate of public convenience and necessity.

No Discrimination.—The Commission holds that it shall be the duty of every warehouseman to receive for storage any grain or other goods which he is accustomed to store that may be tendered to him in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons desiring to avail themselves of warehouse facilities.

IT IS THEREFORE ORDERED, that every proprietor, lessee, or manager of a public warehouse of Class A, B or C, as above defined, shall immediately file with this Commission, and shall keep open to public inspection schedules showing all rates and other charges and classification which are in force for any service performed by it, together with all rules, regulations, etc., that in any manner affect the rates charged or to be charged for such service.

By order of the Commission this second day of July, 1914, dated at Springfield, Ill.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

P. McK. & Y. 20213 passed thru Lebanon, Ind., July 9, leaking wheat at side of car.—N. W. Mattix & Co.

L. & N. 7644 passed thru Broughton, Ill., July 6, leaking wheat badly.—Jas. H. Porter, agt. H. H. Crozier.

I. C. 37602 passed thru El Paso, Ill., southbound on thru freight, July 3, leaking yellow corn at side. No chance to repair.—Lewis Kingdon, vice-pres. El Paso El. Co.

St. L. & S. F. 36592, leaking grain between door and end of car and

St. L. & S. F. 23433, leaking grain at door, passed thru Lamont, Okla., westbound, July 1.—Lamont Alfalfa Mfg. Co.

I. C. 19604 passed thru Heyworth, Ill., June 27, leaking white corn on one side where sheeting was loose. No chance to repair as train did not stop.—E. C. Hollis, agt. Hasenwinkle Grain Co.

Wabash 68096 passed thru Forsyth, Ill., June 27, northbound leaking wheat at post on side of car. No time to repair.—L. B. Bowden, agt. Shellabarger Elvtr. Co.

Big Four 7104 passed thru Paris, Ill., June 26, eastbound on main line C. C. C. & St. L. Ry., leaking wheat badly near door. Notified yard office and suggested car be set out for repair.—Rudy & Co.

Ill. Cent. 37264, passed thru Ackley, Ia., June 25, eastbound on I. C. leaking shelled corn.—Fred E. Trainer.

D. T. & I. 7377 passed thru Afton, Okla., June 24, leaking wheat at side of car.—Agt. Lipscomb Grain & Seed Co.

Letters

From Dealers

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Grain Systematically Stolen in Transit.

Grain Dealers Journal: Shortages of 2 to 20 and 30 bus. have been occurring so regularly on our shipments to both Cleveland and Buffalo that we believe the grain thieves have some way of getting the grain out of the cars before they are weighed. We believe that the scales weigh correctly all the grain that is unloaded over them; but that the thieves have a systematic method of removing the grain before weighing.—Axel White, Broughton, O.

Fighting the Railroad for a Claim.

Grain Dealers Journal: We have just had an experience with the B. & O. R. Co. on a claim that shows how the carriers will resist payment by all means in their power.

In violation of the well established rule that B/L must be surrendered before delivery on an Order B/L, the car of straw was delivered to the notify party without requiring surrender of B/L, and our B/L with draft attached remained in the bank at Mannington, W. Va., for several weeks. After three months we sent a representative to Mannington, learning that the car had been delivered promptly to consignee on arrival and the B. & O. R. R. agent had collected from W. D. Smith, the notify party, the full invoice value of the shipment and placed the amount to the credit of the B. & O. in a local bank.

We then drew draft on the freight claim agent at Baltimore with the original B/L attached, but payment was refused. We were requested by the claim agent to file claim for invoice value and allow it to be settled thru the usual channels, which invariably means an indefinite time, so we brot suit at Fostoria, the point nearest to Findlay where the court would have jurisdiction. We got judgment by default, with \$10 we believed justly due us as special damages for time and money expended in tracing the car.

The case was "carried up" to the Common Pleas Court at Tiffin, Seneca County, Ohio. In the first place came Ex-Judge McCauley, representing the Big System, and insisted upon us accepting settlement at the invoice value of the shipment and to pay all costs and to forget all about interest.

Perhaps unfortunately from a financial standpoint, the writer has always tried to place principle above dollars, and he thought that we were entitled to every penny asked for, with interest added, and that the Baltimore & Ohio Railroad Co. should be responsible for the court costs. Upon our positive refusal to accept the amount offered by the representative of the Big System, Ex-Judge McCauley waxed warm and used vile epithets, making the remark that he would see that we spent more

than the amount of our claim before we got our money. Let us see how well he succeeded in this respect. The proceedings in the Common Pleas Court at Tiffin follow:

January 4, 1913, Ohio Hay & Grain Co. required to ante up with \$25 more to secure court costs, regardless of the fact that we were not in the Common Pleas Court on our own accord.

January 19, 1914. The Ex-Judge's motion to reform petition, etc., overruled. Exceptions saved. Suspende.

February 23, 1914. The manager of the Ohio Hay & Grain Co. with his two witnesses and attorney ride the B. & O. passenger train (freights not running) from Fostoria to Tiffin. Walking in the corridor of the court house most of the day watching the furv of the storm without. Late in the evening, witnesses tired and weary, the attorney hungry, expenses increasing and reflection on the court and other costs to date make the man in the moon turn pale. Motion to strike from the petition that part asking for special damages to the amount of \$10, expended by the plaintiff in tracing the shipment. This momentous question taken under advisement.

Plaintiff talks and pleads with the learned jurist and sergeant-at-law representing the Big System. The Ex-

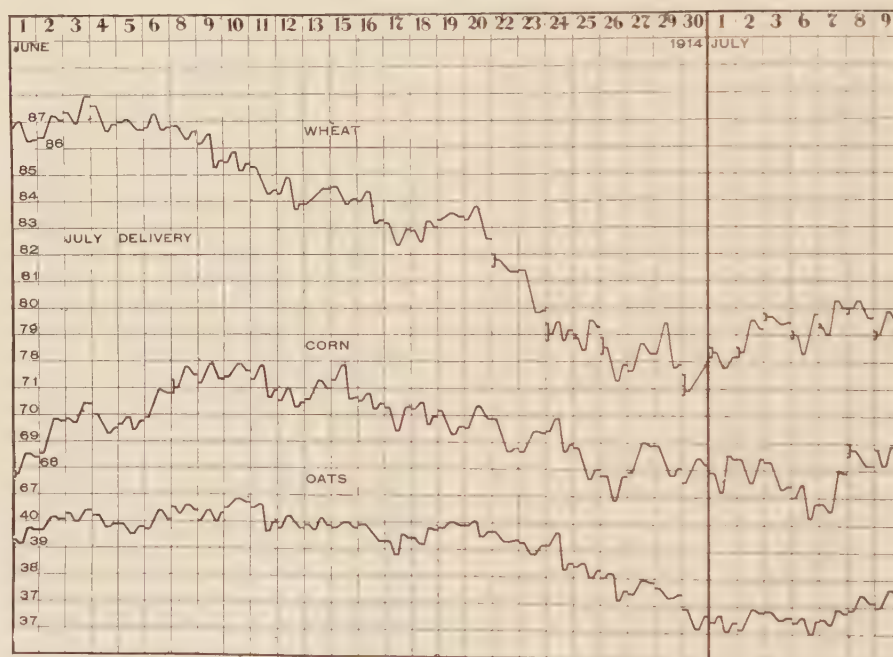
Judge's disposition cloudy and crabbed and the fury of his wrath even exceeded the storm without. Curse words returned in reply to civil questions and the threat is renewed by him to compel us to return to the Seneca county capital many, many times more.

On May 14, 1914, Judge Duncan made the following entry upon the Journal:—"Judgment for plaintiff by default \$87.24 with interest at 6% per annum from November 27, 1911, and costs. No record."

Thus endeth the eleventh and last act in the court proceedings. It will be noticed that in all of this sidestepping our case was not submitted to a jury, neither was it heard on its merits or a single witness examined. In justice to those taking part in the appeal to the law we wish to say that the amount of the judgment represents the original invoice value of the shipment.—T. C. Linger, mgr. Ohio Hay & Grain Co., Findlay, O.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for July delivery during June and part of July are given on the chart herewith:



DAILY CLOSING PRICES.

The closing prices of wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

JULY WHEAT.

	June 25.	June 26.	June 27.	June 29.	June 30.	July 1.	July 2.	July 3.	July 6.	July 7.	July 8.	July 9.
Chicago	79 1/2	77 1/2	78 1/2	77 1/2	77 1/2	78 1/2	79 1/2	79 1/2	79 1/2	80	79 1/2	79 1/2
Minneapolis	87 1/2	83 1/2	84 1/2	83 1/2	83 1/2	84 1/2	86 1/2	87 1/2	87 1/2	87 1/2	86 1/2	86 1/2
Duluth	84 1/2	86	86 1/2	86 1/2	86 1/2	87 1/2	89 1/2	89 1/2	90 1/2	91 1/2	91 1/2	91 1/2
St. Louis	76 1/2	74 1/2	75 1/2	74 1/2	74 1/2	75 1/2	76 1/2	76 1/2	76 1/2	77 1/2	77 1/2	77 1/2
Kansas City	71 1/2	70 1/2	71	70 1/2	70 1/2	71 1/2	72	72 1/2	73 1/2	73 1/2	72 1/2	72 1/2
Milwaukee	79 1/2	77 1/2	78 1/2	77 1/2	77 1/2	78 1/2	79 1/2	79 1/2	79 1/2	80	79 1/2	79 1/2
Toledo	80 1/2	79 1/2	80 1/2	79 1/2	79 1/2	79 1/2	81	81 1/2	81 1/2	81 1/2	81	81
Baltimore	84 1/2	83 1/2	83 1/2	82 1/2	82 1/2	82 1/2	84	83 1/2	84 1/2	84 1/2	84 1/2	84 1/2
Winnipeg	89 1/2	88 1/2	89	88 1/2	88	88	89 1/2	89 1/2	90 1/2	90 1/2	90	90 1/2
*Liverpool	99	97 1/2	96 1/2	97 1/2	95 1/2	97 1/2	99 1/2	100 1/2	100 1/2	100 1/2	98 1/2	97 1/2
*Budapest	142 1/2	141 1/2	140 1/2	....	139 1/2	140 1/2	141	100 1/2	141 1/2	141 1/2	141 1/2	141 1/2

JULY CORN.

Chicago	68	67%	68%	68	68½	68%	68%	67%	68¾	67%	68½	68%
†Kansas City	66¾	65¾	67½	65¾	65¾	64%	64%	63½	62%	64	65½	65%
‡St. Louis	67%	67	68%	68	67½	66½	66½	65½	64¾	64%	65%	67½
‡Liverpool	£8¼	67%	68%	69½	68%	64	64%	64%	65%	64%	65%	66½

*October wheat. †Sept. corn. ‡October wheat after July 7; Sept. corn after June 29.

†Sept. corn after July 8.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

How to Construct a Concrete Bin?

Grain Dealers Journal: I am thinking of constructing a poured concrete grain bin 16 ft. in diameter and 34 ft. high. How much and what kind of reinforcing is required and how should it be placed at the various heights? What is the pressure of wheat at various depths from 10, to 15, 20, 25, 30, 35 and 40 ft.—A. F. Sturm, Nehawka, Neb.

Flax Straw for Thread.

Grain Dealers Journal: We would like to learn the names of some growers of flax, from whom we could obtain a small case of flax straw untreated in any way, to put thru a process whereby it can be used for making thread. What will this flax straw, from which the seed has been harvested, cost in quantities of ten tons?—The S. M. Supplies Co., Boston, Mass.

New Illinois Law on Storing Grain?

Grain Dealers Journal: Will the Journal please tell us what is the new law as to storing wheat, that is as to length of time and charges for same?—Farmers Elevator & Mercantile Co., Winchester, Ill.

Ans.: The new law does not prescribe any storage charges or terms; but simply gives the Illinois Public Utilities Commission authority to regulate the service of grain dealers who store for hire or mix grain of their patrons held on storage. The Commission has issued no regulations, but in its order of July 2, published in full on page 45, this number, requires dealers so doing to file a schedule of their rates for storage. No penalty is provided for failure to file the schedule.

Difference in Rates off Wood and Fireproof Elevators.

Grain Dealers Journal: What is the difference between the rates of wood elevators and fireproof elevators, for handling grain, at Chicago and Kansas City?—Winston & Co.

Ans.: Storage and handling charges are the same in wood and fireproof elevators, the rules of the Board of Trade not discriminating between different elevators. At Chicago the rules provide that the storage charge shall not be in excess of one cent per bushel for the first 10 days or part thereof, and one-thirtieth of one cent per bushel for each additional day.

The difference between wooden and fireproof houses is only in the cost for insurance. Grain in the concrete tanks of the Santa Fe Elevator at Chicago is charged only 12 cents per year per \$1,000 of value. Thus \$1,000 worth of grain will cost for insurance for an entire year only \$0.12. This low cost is so little as to be practically nothing.

In wooden elevators the insurance cost is comparatively high. In one wooden house at Chicago the grain pays \$7.54 per \$1,000; in another \$7.29, and in several \$4.30 to \$4.77. One wooden house has a rate as low as \$1.22, because it is sprinkled and well protected; but even at that its rate is ten times the cost in concrete tanks.

The insurance cost on wood elevators is so high that builders find it profitable to use concrete, tile, brick and steel on account of the saving in insurance.

Carload Minimum to Be Increased?

Grain Dealers Journal: Will readers of the Journal please inform me thru Asked-Answered column what steps are being taken by roads in Central Freight Ass'n territory to increase the carload minimum weight on corn to 60,000 lbs.?—H. M. Felton.

Ans.: See resolution adopted by Ohio Grain Dealers Ass'n, published on page 1018 of Grain Dealers Journal, June 25, protesting against the increase in carload minimums.

Who Bears Loss on Hay Sold?

Grain Dealers Journal: We bot 30 tons of hay of a farmer at \$10 per ton in his barn. We had until harvest time to move this hay. At his request, instead of using a steam baler we postponed baling until we could get a gasoline press.

Three days after it was baled the barn was struck by lightning and all burned. It is a question in our minds whether we should be held responsible for the hay, the farmer who sold it or the insurance company with which he had it insured. He understood the hay was to be weighed at the railway station. It is true that we were to do the delivering. Who should bear the loss of the hay?—A. R. Waldo.

Ans.: The loss falls on the owner of the hay. If the farmer was the owner he can collect his loss from the insurance company, and make good to the buyer the loss due to failure to fill contract. The buyer is not the owner of the hay until the quantity or portion sold has been definitely set aside by designating certain entire stacks as his, by specifying that all the hay in a certain mow or barn was his, irrespective of weight, or by piling the bales apart from those retained by the seller.

Book on Grain Inspection.

Grain Dealers Journal: Where can I get a book dealing with grain inspection? I wish to prepare myself for the next examination for grain helpers in the Illinois State Inspection Department.—Arthur W. Ericson, Chicago, Ill.

Carrier Liable for Grain Lost in Transit.

Grain Dealers Journal: It is the writer's opinion that rulings have been passed down by various courts, granting to shippers allowances from railroads for losses sustained on grain weighed at both point of origin and point of destination by official weighmasters, even tho the cars did not show evidence of leakage and also arrived at destination under original seals. Of course where the difference in weight is slight, it might be attributed to variation of scales; but where it runs over 1%, it should be collectable from the railroad. The fact that there was no evidence at the time the car reached destination is not evidence that the car did not leak in transit, and we would like to know whether there have been rulings on this question, and, if so, we would like very much to have a record of them as we have a question in court, that we wish to bring this evidence to bear upon.—Globe Elevator Co., Buffalo, N. Y.

Ans.: Court decisions giving shipper judgment for grain lost in transit were published in the Grain Dealers Journal in full, page 41, July 10, 1913, Northwestern Elevator Co. v. Great Nor. Ry., Supreme Court of Minnesota, 141 N. W. Rep. 298. And page 119, July 25, 1913, Watson v. M. K. & T. Ry., Court of Civil Appeals of Texas. 157 S. W., Rep. 438.

I CAN hardly get along without the Grain Dealers Journal.—J. A. Rollow, Wynnewood, Okla.



Official Crop Reporters Do Agriculture More Harm by Overestimates Than Crop Killers Can Do By Underestimates.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CALIFORNIA.

Stockton, Cal., July 6.—More than 1,000,000 tons barley of this crop in California.—Farmers Union & Mlg. Co.

Oakdale, Cal., July 1.—This section will produce about 40,000 tons of barley compared with 10,000 tons a year ago; running as high as 48 lbs. compared with average of 41 to 43 lbs.; wheat good; oats yield large.—O.

CANADA.

Moose Jaw, Sask., June 29.—Wheat looking fine; making remarkable growth; plenty of moisture; acreage fully 10% greater than last year; flax will be from 20 to 30% short in acreage; what is sown looks fine but the yield was so light last year farmers became disgusted and did not sow.—Snodgrass Grain Co.

DELAWARE.

Wyoming, Del., July 6.—Winter wheat best in years; yield will probably be large; none plowed up; little oats sown here; corn acreage average; looks like bumper crop but too early to estimate yield.—L. H. Sentino.

ILLINOIS.

Watseka, Ill., July 7.—Corn looking fine.—S. G. J.

Kirkwood, Ill., July 7.—Very dry in this section.—G. C. Pape.

Decatur, Ill., June 29.—Wheat making 20 to 30 bus.; quality good.—S.

Mt. Zion, Ill., June 29.—Oats hardly $\frac{1}{2}$ crop; corn needs rain.—W. S. Smith.

Shirland, Ill., June 27.—Crops look good.—C. M. Packard, mgr. Jewett Elvtr. Co.

Georgetown, Ill., July 3.—Wheat condition 90%; oats 70%; corn 85%.—C. B. Spang.

Midland City, Ill., June 30.—Corn looks fine; oats short straw, but promise fair crop.—S.

Paris, Ill., July 6.—Wheat yield and quality good; corn looking well; oats light.—Rudy & Co.

Bellflower, Ill., July 7.—Oats better than last year; but other crops average.—Gooch Bros. & Co.

Easton, Ill., July 1.—Wheat 25 bus.; oats $\frac{3}{4}$ crop; corn fine.—H. J. Keefer, mgr. Farmers Grain Co.

Maroa, Ill., July 6.—Oats will average 21 bus.; wheat making 20 bus., testing 60 to 62 lbs.; corn fine.—S.

Plainfield, Ill., July 7.—Corn and oats looking fine; expect big crop.—J. A. Henebry, mgr. Plainfield Grain Co.

Poplar City, Ill., July 2.—Corn fine; wheat 15 to 25 bus.; oats 25 bus. prospect.—F. M. Samms, agt. McFadden & Co.

Teheran, Ill., July 1.—Wheat better than average; corn average crop; oats $\frac{3}{4}$ crop.—Theo. Cox, agt. Turner-Hudnut Co.

Pontiac, Ill., July 6.—Corn in better shape than usual at this time of year; oats good. Wheat threshing returns are favorable.—S.

Biggs sta. (Poplar City p. o.), Ill., July 2.—Wheat yield 10 to 25 bus.; corn good; oats $\frac{3}{4}$ crop.—H. Bennett, agt. Farmers Grain Co.

Burton View, Ill., June 30.—Corn splendid; oats $\frac{3}{4}$ crop; wheat unusually good; looks like 30 bus.—Wm. Rehwaltdt, agt. Spellman & Co.

Fairbury, Ill., July 6.—Corn looking fine; there is no reserve moisture and seasonable rains must come to make good crop.—F. L. Churchill & Co.

Sheldon, Ill., July 7.—Oats will make 25 to 30 bus.; corn fine; wheat will average 25 to 30 bus.; fine quality.—J. D. Worsham, mgr. Sheldon Elvtr. Co.

Sadorus, Ill., June 29.—Corn looks promising for coming year; oats will only be average crop from present prospects.—W. H. Foote, mgr. Chambers & Foote.

Minonk, Ill., July 4.—Some corn tasseling; all looks fine; oats good but considerable smut; some oats dead because a little worm is in the straw above the second joint; practically no wheat raised here.—S.

Beecher City, Ill., July 8.—Wheat in this locality only $\frac{3}{4}$ of April 1 promise; oats thin; nearly a total failure; corn looking good considering long drouth; no rain to speak of since April 1; lots of bugs.—Chas. Mann.

Broughton, Ill., July 6.—Wheat about all threshed; yield and quality fine; oat crop almost complete failure; about $\frac{3}{4}$ corn planted; no rain for 10 weeks; corn suffering badly.—Jas. H. Porter, agt. H. H. Crozier.

Cameron, Ill., July 6.—Very dry in this section; wheat good; expecting 20 to 25 bus.; acreage small; oats ripening too fast; will be light weight; corn looking fine but will need rain soon.—D. C. Johnson, agt. Piatt Grain Co.

Eldorado, Ill., July 8.—Wheat acreage larger than last year; yield and quality 2% better; oats not $\frac{1}{2}$ crop; think there will be large wheat crop sown this fall; if we do not get plenty of rain this month corn will be cut to less than $\frac{1}{2}$ crop.—Edgar Burks.

Urbana, Ill., July 8.—Wheat yield 21.41 bus.; total yield 47,950,000 bus.; quality from good to excellent except in few districts where wheat was damaged by insects; oats acreage 4,078,000 acres; condition 73.63%; total yield 123,075,000 bus.; corn acreage 10,480,000 acres; condition 95.22%; yield 39.33 bus.; total yield 412,178,000 bus.—S. W. Strong, sec'y Ill. G. D. A.

INDIANA.

Hamlet, Ind., July 6.—Good crop of wheat and oats.—C. Cunningham

Swanington, Ind., July 8.—Hot sun baking oats; corn good.—Jas. McConnel.

Russiaville, Ind., July 9.—Oats $\frac{1}{2}$ crop; wheat 20 bus.; no smut.—David Unger & Son.

Michigantown, Ind., July 9.—Oats about $\frac{1}{2}$ crop; wheat fine but have a little smutty wheat.—E. W.

Earl Park, Ind., July 8.—Oats will make 25 bus.; corn fine, but needs rain.—Will Wilson, mgr. Wilson-Barr Co.

Frankfort, Ind., July 9.—Twenty dealers in conference estimate oats about $\frac{1}{2}$ crop; a great many ripening too fast.—N.

Greenfield, Ind., July 7.—Wheat yield as good as expected; quality good; corn doing good considering drouth.—Fred M. Thomas.

Avery sta. (Frankfort p. o.), Ind., July 9.—Oats $\frac{3}{4}$ crop; condition as good as last year; wheat average 25 bu; no smut in wheat.—Cecil Cohee & Co.

Mulberry, Ind., July 9.—Oats poor; will make possibly $\frac{1}{2}$ crop; corn good but needs rain; wheat good; very little smut.—S. A. Miller, mgr. Jay Grain Co.

Atkinson, Ind., July 8.—Corn suffering; needs rain; some is tasseling and tassels are dying; oats yield and quality will be light.—E. Stembel, mgr. Stembel Bros.

Indianapolis, Ind., July 3.—Oats acreage large; grain well headed out but dry weather kept from growing to usual height, which will make cutting difficult; many farmers will turn hogs into fields instead of cutting.—A. A.

IOWA.

Tennant, Ia., July 2.—Corn never looked better; oats fair; barley good; not much wheat raised.—J. F. Twamley, Son & Co.

Prairieburg, Ia., July 4.—Corn prospects best in years; oats average; some smut and in places badly rusted.—Roy Fisher, mgr. Prairieburg Lbr. Co.

Weldon, Ia., July 9.—Wheat yield 20 bus.; oats 30 bus.; both good quality; corn fine but needs rain; prospect for corn never better at this time of year.—A. Hoover, agt. O. A. Talbott Co.

Judd, Ia., July 7.—Early oats now being cut with excellent prospect; cool weather is filling late oats fine; prospects for corn and oats cannot be beat.—E. N.

Le Roy, Ia., July 4.—Wheat is all in shock but none threshed; looks good; oats rather short but think will be fair yield; will commence threshing next week.—O. M. Jordan.

Des Moines, Ia., July 5.—Bulk of corn has been laid by in good condition; is a week or 10 days ahead of average; much is showing tassels in southern part of state but will need rain soon there for all growing crops. Early threshing reports indicate good yields winter wheat but not up to those of last year. Corn condition compared with 1913 is 102%; oats 94%; spring wheat 96%; winter wheat 95%; barley 90%; rye 97%; flax 98%.—Iowa Section Weather Bureau, Dept. of Agriculture.

KANSAS.

Monrovia, Kan., June 27.—Wheat will not yield as heavy as first figured but will be good quality.—J. H. Best.

Great Bend, Kan., July 8.—Threshing returns running 1 to 5 bus. over estimates; corn looking good.—G. H. Hulme.

Zenda, Kan., June 26.—Wheat good; estimate 25 bu. average; quality good.—A. A. Johnston, agt. Bolin-Hall Grain Co.

Beloit, Kan., July 8.—Wheat will make better than 15 bus.; acreage larger than last year.—Farmers Union Elvtr. Co.

Enterprise, Kan., June 26.—All published estimates are under actual yields, which may go to 200,000,000 bus.—Hoffman Mills.

South Haven, Kan., July 3.—Wheat yielding from 25 to 35 bus.; testing 59 to 61 lbs.—W. M. Halfhill, agt. Aetna Mill & Elvtr. Co.

Neodesha, Kan., June 25.—Wheat averaging 20 bus.; grading No. 2 red; weather dry and hot; corn needs rain; oats promising.—Bauman Grain Co.

Pretty Prairie, Kan., July 2.—Crops extra good; will make from 15 to 30 bus.; oats light but fair yield; not much corn planted but what there is looks fine; had good rain July 1.—E. B. Schmitt, agt. Rock Mlg. & Elvtr. Co.

Hepler, Kan., June 29.—Wheat good, acreage small; oats good; acreage large; flax fair; acreage not large; corn beginning to tassel; large stalk; well cultivated and clean; acreage above average.—Chas. M. Orr, agt. Mead Grain Co.

Clyde, Kan., July 6.—Winter wheat acreage increased 10%; yield same as last year which is about 20 bus.; quality good according to threshing returns; color good; testing 58 to 62 lbs.; oats will be short crop; corn average acreage; expect good crop.—Chas. Mather.

Clyde, Kan., June 25.—Wheat acreage 110%; yield 90%; will have about same quantity and quality of wheat; rust and early heat hurt wheat some; condition and yield being overestimated; do not look for nearly so good crop as estimated for state; 125,000,000 bus. about right.—Clyde Mlg. & Elvtr. Co.

Topeka, Kan., June 29.—Average condition of wheat at harvest is 98%, which is 1.5% above April condition and possibly highest at reaping time in history of Kansas; recent rains have promoted vigorous growth of corn; corn acreage in 43 counties 500,000 acres less than last year; if this is the case elsewhere, acreage will be about 5,500,000 acres, which is smallest since 1891; condition 93.8%, which is 8.2% over last year and 9.8% better than 2 years ago. Oats acreage decreased 8.8% or about 1,470,000 acres for state; condition 87.1%, which is 37.8% over last year.—F. D. Coburn, sec'y Kansas Dept. of Agriculture.

KENTUCKY.

Winchester, Ky., July 4.—Weather dry; grain never threshed in better condition; average yield 20 bus.; quality fine.—Goff & Bush.

MASSACHUSETTS.

Southwick, Mass., July 7.—No wheat raised here; oats and corn usual acreage.—W. F. Fletcher, per R. F.

MICHIGAN.

Howell, Mich., June 18.—Wheat thru this section looks good; prospect for largest crop in years.—G. E. McCrumb.

Tekonsha, Mich., July 4.—Wheat in Calhoun county poor; insects worked in it last fall as well as this spring; rye, oats and barley promise to be big crop; acreage large; weather conditions fine.—Abrams Grain, Feed & Seed Co.

Utica, Mich., July 6.—Grain in this vicinity looking excellent; wheat and rye will be heavy crop; oats a little short; corn looks healthy but a little behind; good weather however is bringing it on fast; prospect best for years.—Church & Church.

Lansing, Mich., July 7.—Average estimated yield in state, wheat 17.91 bus.; rye 15.36 bus.; southern counties, wheat 17.01 bus.; rye 14.81 bus.; central, wheat 19.28 bus.; rye 91 bus.; northern 17.65 bus.; rye 15.54 bus.; Upper Peninsula, wheat 24.61 bus.; rye 19.90 bus. Condition of corn for state is 92%; compared with 87% for 1913. Buckwheat acreage compared with last year is 89%.—Frederick C. Martindale, sec'y of State.

MINNESOTA.

Wheaton, Minn., June 25.—No winter wheat raised here; oats acreage 20%; corn acreage 30%.—Wheaton Mfg. Co.

Kenneth, Minn., July 6.—Small grain will be about 80% last season's crop.—W. V. Willey, mgr. Farmers Elvtr. Co.

Echols, Minn., July 8.—Corn and small grain look splendid; rye average yield.—S. Wettestad, agt. Greig & Zeeman.

Comstock, Minn., July 1.—Wheat looks same as last year; barley $\frac{3}{4}$ crop.—Albert Westling, mgr. Farmers Elvtr. Co.

St. Peter, Minn., June 27.—Small grain could not look better; too much rain for corn; ground wet and weedy.—E. J. Matteson.

Lanesboro, Minn., July 7.—No winter wheat raised here; oats, corn and barley about same as last year.—L. T. Tollefson, agt. La Crosse Grain Co.

Edgerton, Minn., July 6.—Promising outlook in this section for corn and other grain; no moisture needed to finish crop.—Agt. Bennett Grain Co.

Ulen, Minn., July 1.—Wheat and oats condition 125%; barley small crop; quality good; too much rain; grain acreage 100%.—Ole Skalet, prop. Ulen Grain Co.

Moorhead, Minn., July 1.—Wheat, oats and barley condition 100%; acreage 100%; corn acreage 100%; condition 50%.—O. L. Sondall, mgr. Farmers Elvtr. Co.

Worthington, Minn., July 9.—Crops recovering from damage by heavy rains; total amount damage now looks like 20%.—N. C. Ager, mgr. Farmers Co-operative Co.

Minneapolis, Minn., July 1.—Everything continues favorable in northwest for new crop; no damage reports; some early wheat beginning to head out; everything looks fine.—H. Poehler Co.

Everdell, Minn., July 9.—Black rust in grain in some sections; about $\frac{1}{2}$ crop growing now; if rust hits us badly we will not get much grain from Wilkin county.—H. C. Boonsgaarden, agt. Amenla Elvtr. Co.

Minnesota, July 2.—District in south end of Red River Valley which had been affected by the heavy rains is somewhat larger than last week, extending about 50 miles farther north of Crookston; some reports of red rust from southern Minnesota but no damage has as yet been done.—Van Dusen-Harrington Co.

MISSOURI.

Grant City, Mo., July 1.—Harvest conditions very best; most wheat is cut; corn prospects all that could be desired at this date.—J. C. Lutes Grain Co.

Columbia, Mo., July 3.—Following is based on reports received before rain June 30. Corn condition for state 81%; northeast part 82%; northwest 95%; central 79%; southwest 80%; southeast 68%; well cultivated; thrifty, color excellent; expect satisfactory yield; acreage 98.6% of 1913 or 7,557,270 acres. Wheat acreage 2,156,637 acres, of which 1.5% was abandoned; esti-

mate yield for state 17.1 bus. compared with 16.1%, the 1913 estimate; preliminary estimate for northeast 16.6 bus.; northwest 20 bus.; central 16.3 bus.; southwest 17.5 bus.; southeast 15.3 bus.; some threshing returns disappointing, especially in southeast; estimate yield at 35,000,000 bus. Oats condition for state 56%; northeast part 44%; northwest 70%; central 47%; southwest 77%; southeast 40%.—Jewell Mayes, sec'y State Board of Agriculture.

MONTANA.

Antelope, Mont., July 1.—Wheat and oats condition 100%; grain acreage 115%.—O. B. Hoven.

Lewistown, Mont., June 26.—Crops look fine; heavy rains; little hail reported in some sections.—E. H. Hanson, agt. Farmers Elvtr. Co.

Lewiston, Mont., July 1.—Wheat acreage and condition 100%; oats acreage and condition 100%; barley acreage 100%; condition good.—J. R. Swift, sec'y Montana Elvtr. Co.

Twin Bridges, Mont., June 30.—Grain looks fine; large acreage seeded; dry land crops did well also as had an abundance moisture.—Mrs. Wm. Ruppel, of Farmers Elvtr. Co.

Cascade, Mont., June 25.—Have driven during past week about 200 miles and report large wheat fields with fine prospect for big crop; acreage slightly increased; with favorable weather should harvest largest wheat crop Montana ever raised.—P. D. Miller, mgr. State Elvtr. Co.

NEBRASKA.

Republican City, Neb., July 2.—Wheat good quality; yield 20 bus.—H. H. Zieme.

Hallam, Neb., July 1.—Wheat will average 18 bus.; oats and corn looking fine.—Wm. Burk.

Wakefield, Neb., July 2.—Everything looking fine; weather all that could be desired.—Benson Grain Co.

Fairfield, Neb., July 3.—Wheat quality good; farmers will stack more this year than usual.—O. L. Campbell.

Humphrey, Neb., July 2.—Grain looking fine; cannot be beat.—Anton Fangman, former agt. Nye Schneider Fowler Co.

Wausa, Neb., June 26.—Crops prospects good; oats damaged by rust and lodging.—C. J. Johnson, mgr. J. H. Marvin & Son.

Omaha, Neb., June 30.—Corn and oats in perfect condition; plenty of moisture in ground.—J. H. Wright, mgr. Nebraska-Iowa Grain Co.

Wakefield, Neb., June 20.—Crops looking fine; corn perfect stand; from 10 days to 2 weeks ahead of season.—W. W. Kingsbury, supt. Benson Grain Co.

Talmage, Neb., July 7.—Farmers claim some fields will turn out 50 bus. while others, where fly has been bad, will only make 5 to 10 bus.—Louis Denton.

Howell, Neb., July 1.—Crop conditions best for several years; corn never looked better; small grain will be a little rusty.—J. A. Drahot, mgr. Crowell Lbr. & Grain Co.

Chappell, Neb., July 3.—Crop prospects never better; acreage largest ever put in; wheat yields estimated from 30 to 50 bus.; corn doing fine.—H. I. Babcock, sec'y Farmers Elvtr. Co.

Lyons, Neb., June 29.—Crops good in this locality except where injured by hail in few places; corn up to average; oats a little below on account too much rain; some are rusting; winter wheat good; ground in bad condition where not cultivated on account being caked by excessive rains last month.—A. Moseman.

NORTH DAKOTA.

Rutland, N. D., July 1.—Wheat acreage 100%; condition 110%.—C. H. Deuel.

Erie, N. D., July 1.—Wheat and oats condition 100%; barley 60%.—R. K. Cameron.

Carrington, N. D., July 1.—Condition and acreage small grain 110%; condition corn 115%.—W. D. Conklin.

Kief, N. D., July 1.—Wheat condition 112%; oats 100%; barley 100%; grain acreage 100%.—W. A. Bokavoy.

Petersburg, N. D., July 1.—Wheat condition 110%; oats heavy; corn good; acreage increased.—B. W. Andrews.

Regent, N. D., July 1.—Wheat condition 100%; oats 85%; barley 100%; grain acreage 100%; corn good.—H. C. Bowers.

Milnor, N. D., July 1.—Too much water for wheat in lowland; condition all grain 100%; acreage 90%.—Olaf Erickson.

Clifford, N. D., July 1.—Wheat, oats and barley condition 100%; corn short and late; grain acreage 100%.—W. M. Donnier.

Walum, N. D., June 30.—Crop looks fine from Valley City up to Minot; sufficient rain; need warm weather.—F. Toenbery.

New Rockford, N. D., July 1.—Condition wheat 125%; barley and oats 100%; corn 110%; grain acreage 110%.—Jas. Hackney.

Velva, N. D., July 1.—Condition wheat 120%; oats 100%; barley 100%; rye 110%; corn fine; crop acreage 110%.—I. L. Berge.

Adrian, N. D., July 1.—Wheat condition 102%; oats condition 98%; barley condition 100%; acreage all grain 95%.—C. O. Danuser.

Nome, N. D., July 1.—Condition wheat, oats and barley 125%; wheat heading some; rainfall good; grain acreage 100%.—M. Hanson.

Casselton, N. D., July 1.—Wheat condition 110%; oats and barley 100%; grain acreage 100%; corn late.—J. E. Duncan, Amenla Elvtr.

Tiffany, N. D., July 1.—Grain acreage 100%; wheat and oats condition 90%; acreage 100%; little too much rust may come.—B. W. Hersey.

Glenfield sta. (McHenry p. o.), N. D., July 1.—Wheat average; oats better than average; barley heavier than usual; wild oats bothering some.—Carl Erickson.

Northwood, N. D., July 1.—Wheat condition 110%; oats condition 100%; barley good but late; corn late account cold weather; grain acreage 110%; average amount rain.—P. P. Glassrud.

North Dakota, July 2.—With exception of southern end of Red River Valley, where conditions are identical with those on Minnesota side of the river, prospects are uniformly excellent.—Van Dusen-Harrington Co., Minneapolis, Minn.

OHIO.

Sidney, O.—Oats look good; corn fair.—J. E. Wells & Co.

Rockford, O., July 9.—Wheat testing 60 lbs.—Rockford Elvtr.

Oakwood, O., June 26.—Crops are generally good.—W. H. Hill.

Edon, O., June 26.—Oats about $\frac{1}{2}$ crop; corn and wheat good.—G. H. Knepper.

Delphos, O., June 26.—Oats will make $\frac{3}{4}$ crop; corn and wheat good.—L. C. Allinger.

Rex, O., June 18.—Oats and corn need rain badly; wheat slightly under an average crop.—J. A. Brubaker & Son.

Waverly, O., July 1.—Quality seems good; very hot and dry; corn suffering on glade land but not in bottom ground.—Pee Pee Mlg. Co.

Antwerp, O., June 25.—Oats will be short account dry weather; corn fair; acreage very much decreased.—J. L. Doering, Peoples Elvtr. Co.

Youngstown, O., July 6.—Winter wheat acreage increased 15%; will make 20 to 22 bus.; compared with less than 10 bus. last year; none plowed up; corn and oats average acreage.—Homer Baldwin.

OKLAHOMA.

Sharon, Okla., July 1.—Wheat and oats average; damaged by wild oats; barley average; not bothered by wild oats.—G. E. Anderson.

Carnegie, Okla., July 4.—Wheat yield excellent; will average at least 20 bus.; some fields threshed made as high as 35 bus.; spring crops looking good; will need rain soon.—Thomas & Brink Grain Co.

Marshall, Okla., July 4.—Weather has been hot and dry but had a good shower last night, which makes ideal conditions for the glorious Fourth; corn damaged 25% by hot temperatures.—Pearson & Hayton

Mountain View, Okla., June 27.—Wheat yield good; making 20 to 30 bus.; quality good.—Mountain View Grain Co.

PENNSYLVANIA.

Philadelphia, Pa., July 1.—Wheat yield thru Berks county will be less than 10 bus. owing to Hessian fly damage.—C.

Mifflin, Pa., July 6.—Except good quality wheat; possibly 15 to 20% less than last year account fly.—W. H. Manbeck & Son.

Treichlers, Pa., July 6.—Wheat acreage small; condition 65; none plowed up; oats acreage decreased 10%; corn acreage same.—Mauser Mill Co.

SOUTH DAKOTA.

Brookings, S. D., July 7.—Crops look best in years.—F. B. Olson.

Presho, S. D., June 30.—Plenty of rain this season; all crops look fine.—A. L. Fahrenwald.

Tulare, S. D., June 29.—Small grain in splendid condition; hail has done some local damage; growth of corn retarded by cool and wet weather.—H. H. Fink, mgr. Farmers Elvtr. Co.

Ramona, S. D., July 1.—Wheat acreage decreased 40%; barley acreage decreased 30%; corn acreage increased 50%; oats acreage increased 30%; condition all grain 90%.—D. J. O'Connell.

South Dakota, July 2.—We still hear some complaint of corn suffering from neglect caused by farmers being unable to cultivate; in 1 or 2 localities small grain has received too much rainfall; taking state as a whole, conditions are good; with good growing weather from now on, such as we have received for the past 3 or 4 days, should harvest an excellent crop of all kinds of grain.—The Van Dusen Harrington Co., Minneapolis, Minn.

TEXAS.

Waxahachie, Tex., June 25.—Grain almost failure; oats making 20 to 40 bus.; only weigh from 18 to 28 lbs. to bu.; wheat very sorry; will not average over 10 bus.—Shive & Keys.

Lubbock, Tex., July 1.—Prospect for big crop maize. Plains country will come into her own this year; very little wheat and oats sown in Lubbock county but what is looks fine.—Graves & McWhorter.

GOVERNMENT CROP REPORT.

Washington, July 8.—The Crop Reporting Board of the Bureau of Statistics makes the following estimates from reports of its agents and correspondents of the condition and acreage of grain on July 1:

States.	Condition. Forecast, 1914.		Final.	1913.
	July 1, 1914.	From July 1, 1914.		
	July 1, 1914.	From July 1, 1914.	Per acre.	Total.
	1914.	1914.	Bus.	*Bus.
N. Y.	94	86	21.2	7,600
Pa.	87	88	16.7	21,900
Md.	94	87	16.9	10,400
Va.	90	88	12.6	9,800
N. C.	93	87	10.8	6,600
Ohio	92	77	18.4	38,500
Ind.	91	80	17.3	43,000
Ill.	87	80	17.2	44,400
Mich.	93	79	18.3	16,100
Iowa	91	88	22.8	10,900
Mo.	89	81	16.0	40,800
Neb.	95	80	21.8	68,200
Kan.	100	72	19.0	151,000
Ky.	101	83	14.7	11,000
Tenn.	101	85	12.9	9,200
Tex.	80	73	13.2	14,300
Okla.	100	70	17.5	43,100
Mont.	92	91†	27.6	13,300
Ida.	95	94	29.0	9,800
Wash.	95	92	27.2	32,600
Ore.	96	91	24.5	15,200
Cal.	95	76	19.5	7,900
U. S.	94.1	80.2	18.5	655,000

Spring Wheat.

Minn.	88	85	15.4	62,000
N. D.	94	85	13.2	95,900
S. D.	92	80	13.8	48,200
Wash.	92	88	20.2	21,800
U. S.	92.1	84.4	15.3	275,000

		Oats.	
N. Y.	89	90	38,400
Pa.	80	90	30,500
Ohio	73	85	50,600
Ind.	65	80	40,800
Ill.	68	80	120,700
Mich.	92	85	51,600
Wis.	95	91	84,900
Minn.	91	86	110,700
Iowa	92	86	172,300
Mo.	60	75	25,000
N. D.	94	85	74,100
S. D.	90	81	49,900
Neb.	93	79	67,300
Kan.	86	70	54,800
U. S.	84.5	83.7	1,201,000

		Barley.	
Wis.	93	90	20,100
Minn.	87	85	35,400
Iowa	93	88	10,700
N. D.	93	85	30,800
S. D.	91	81	22,100
Kan.	85	65	5,300
Ida.	98	95	7,900
Wash.	94	93	7,200
Ore.	92	93	4,200
Cal.	99	82	45,800
U. S.	92.6	84.4	211,000

*In thousands—i. e., 000 omitted. †Eight-year average.

Wheat remaining on farms July 1 was estimated at 4.2% of last year's crop, or about 32,236,000 bus.; against 35,515,000 on July 1, 1913.

Rye condition July 1 was 92.9%; against 88.6 a year ago; yield per acre 17.2 bus.

Rice on July 1 showed a condition of 86.5 on 704,000 acres; against 88.4 a year ago; yield per acre, 33.3 bus.

Corn.

Acreage, 1914.		Condition July 1.		Forecast from July 1 condition.	
States.	Pct. of 1913.	*Acres.	1914.	Av.	*Total.
Pa.	100	1,463	87	87	58,500
Va.	97	1,921	83	90	44,600
N. C.	100	2,835	85	88	49,900
Ga.	100	4,066	80	88	55,300
Ohio	98	3,822	87	84	146,300
Ind.	101	4,949	88	86	189,400
Ill.	99	10,346	88	86	376,000
Mich.	101	1,692	92	82	63,800
Wis.	103	1,700	90	85	62,700
Minn.	106	2,544	81	83	82,400
Iowa	103	10,248	100	87	404,800
Mo.	98	7,228	82	83	207,400
S. D.	110	2,904	92	86	85,500
Neb.	98	7,458	97	85	217,000
Kan.	88	6,442	88	82	138,900
Ky.	100	3,650	81	88	96,100
Tenn.	100	3,350	86	87	77,700
Ala.	102	3,264	76	86	48,400
Miss.	104	3,276	74	84	53,300
La.	106	2,014	85	82	42,800
Tex.	98	6,664	80	78	138,600
Okla.	90	4,275	75	83	73,700
Ark.	99	2,450	68	84	40,800
U. S.	99.3	105,067	85.8	84.7	2,868,000

*In thousands—i. e., 000 omitted.

VIRGINIA.

Lynchburg, Va., July 6.—Had dry weather during May and early part June; have had good rains lately; estimate will have normal wheat crop and possibly good corn crop; winter oats all right; spring oats poor.—John T. Owen, Owen & Barker.

UTAH.

Tremonton, Utah, June 30.—The frost which covered northern Utah and southern Idaho June 22 damaged thousands of acres of wheat so badly that in some localities it is being mowed for hay; it is impossible to estimate total loss to larger fields.—David Holmgren, mgr. Farmers Cash Union.

WASHINGTON.

Davenport, Wash., June 25.—Winter wheat acreage 50% of last year; growing fine, corn and oats average acreage.—W. J. Otwell, of Big Bend Mill Co.

WISCONSIN.

Portage, Wis., July 6.—Winter wheat acreage light; what was sown is good; none plowed up; corn and oats average acreage.—I. W. York & Co.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CALIFORNIA.

Oakdale, Cal., July 1.—Harvest of largest barley crop in many years has commenced and will be in full blast next week; will ship about 30,000 tons from this section which is about 4 times amount shipped last year.—O.

COLORADO.

Hillrose, Colo., July 6.—South Platte Valley and dry land farming adjacent commencing to harvest largest small grain crop in history of northeastern Colorado.—E. H. Link, sec'y-treas. Hillrose Mfg. & Merc. Co.

DELAWARE.

Wyoming, Del., July 6.—About 25% old corn and no wheat in farmers hands.—L. H. Sentino.

ILLINOIS.

Decatur, Ill., June 29.—Wheat threshing commenced.—S.

Kirkwood, Ill., July 7.—Farmers cutting oats.—G. C. Pape.

Mt. Zion, Ill., June 29.—Wheat threshing started.—W. S. Smith.

Beecher City, Ill., July 8.—New wheat selling at 70c.—Chas. Mann.

Marva, Ill., July 6.—About 10% old corn left in farmers hands, most of which will be fed.—S.

Eldorado, Ill., July 8.—Possibly 1-5 grain held for seeding and some will be fed to stock.—Edgar Burks.

Watseka, Ill., July 7.—Wheat being threshed; dealers offering 68c for white corn, and 32c for new oats.—S. G. J.

Biggs sta. (Poplar City p. o.), Ill., July 2.—Shipped car new wheat which tested 60 lbs.—H. Bennett, agt. Farmers Grain Co.

Urbana, Ill., July 8.—Old oats in farmers hands 6.67% or 6,900,000 bus.; old corn remaining in farmers hands 10.01% of 28-230,000 bus.—S. W. Strong, sec'y Ill. G. D. A.

Bellflower, Ill., July 7.—Some old corn left; farmers reluctant to sell at reduced prices; a great many contracted for coming crop; elvtrs. made no money on last year's corn on account poor quality.—Gooch Bros & Co.

INDIANA.

Swanington, Ind., July 8.—Old corn about gone.—Jas. McConnel.

Greenfield, Ind., July 7.—Wheat threshing in progress.—Fred M. Thomas.

Indianapolis, Ind., July 3.—New oats are expected last of month; crop will be short.—A. A.

Hamlet, Ind., July 6.—Wheat will begin to move in a few days with favorable weather.—C. Cunningham.

IOWA.

Weldon, Ia., July 9.—Threshing has begun.—A. Hoover, agt. O. A. Talbott Co.

Langdon, Ia., June 24.—Nearly all old grain shipped from here.—M. F. Cahill, mgr. Farmers Elvtr. & Sply. Co.

Des Moines, Ia., July 5.—Ideal weather prevailed during the last 7 days for harvesting fall wheat, rye and early oats; practically all winter wheat, rye and early oats are in shock in southern counties, and the work is well advanced in central districts; threshing has begun in south and will begin in central districts during the coming week.—Iowa Section, Weather Bureau, Dept. of Agriculture.

KANSAS.

Englevale, Kan., Jan. 28.—About 100 cars oats and 25 cars wheat now in sight.—Karns Coal & Mchy. Co.

Neodesha, Kan., June 25.—Threshing on in full blast.—Bauman Grain Co.

Monrovia, Kan., June 27.—Expect to ship wheat next week.—J. H. Best.

Beloit, Kan., July 8.—Crop movement starting in now.—Farmers Union Elvtr. Co.

Ray, Kan., June 27.—Harvest about over; threshing will start this week.—A. H. Miller.

Great Bend, Kan., July 8.—Harvesting finished; threshing commenced.—G. H. Hulme.

Wichita, Kan., July 9.—Receipts way off on account rain delaying threshing.—J. H. Sherman, sec'y Board of Trade.

Pretty Prairie, Kan., July 2.—Crops about all harvested and some threshed.—E. B. Schmitt, agt. Rock Mlg. & Elvtr. Co.

Zenda, Kan., June 26.—About another week of harvest; threshing will begin July 1.—A. A. Johnston, agt. Bolin-Hall Grain Co.

Haviland, Kan., June 24.—Harvest progressing rapidly; threshing will commence in a few days.—R. W. Smith, mgr. Haviland Merc. Exchange.

Topeka, Kan., June 29.—Acreage to be harvested 8,613,000 acres; harvest progressing swiftly with slight interruption account rain; wheat cutting is completed in many sections and being pushed rapidly elsewhere; now threshing in southern counties.—F. D. Coburn, sec'y Kansas Dept. of Agriculture.

KENTUCKY.

Winchester, Ky., July 4.—Threshing in full force.—Goff & Bush.

MICHIGAN.

Lansing, Mich., July 7.—Total number of bus. wheat marketed by farmers in June is 85,489 bus. The estimated total number of bus. wheat marketed in the 11 months, August-June is 9,000,000 bus; no wheat marketed in June.—Frederick C. Martindale, sec'y of State.

MINNESOTA.

Edgerton, Minn., July 6.—Barley harvest about 2 weeks off.—Agt. Pennett Grain Co.

Echols, Minn., July 8.—Rye harvesting in full blast.—S. Wettstad, agt. Greig & Zeeman.

Elysian, Minn., June 25.—Farmers hauling remainder wheat; not much left.—W. J. Willis, Elysian Mlg. Co.

Minneapolis, Minn., July 9.—Rye harvest in South Dakota and southern Minnesota in full swing; barley cutting will begin last of week or first of next week.—Van Dusen Harrington Co.

MISSOURI.

Clearmont, Mo., June 29.—New wheat will begin to move July 1.—H. E. Combs, mgr. G. W. Carter.

Grant City, Mo., June 25.—Wheat and oats harvest just commenced with ideal weather conditions; will have as much or more wheat than last year which was considered a bumper crop.—J. C. Lutes Grain Co.

Columbia, Mo., July 3.—Of original acreage of oats 69% will be harvested; wheat harvest earliest in history of state; less than 1% remains to be cut; which is in northeast and northwest part of state; threshing well under way all thru state. Prices average 10c below 1913. Much wheat will be fed.—Jewell Mayes, sec'y State Board of Agriculture.

NEBRASKA.

Hallam, Neb., July 1.—Wheat all cut.—Wm. Burk.

Republican City, Neb., July 2.—Threshing just begun.—H. H. Zieme.

Omaha, Neb., June 30.—Wheat harvest 10 days early and crop will be moving July 1.—J. H. Wright, mgr. Nebraska-Iowa Grain Co.

Fairfield, Neb., July 3.—First threshing wheat today; stopped account rain; will be no more done for a few days.—O. L. Campbell.

Talmage, Neb., July 7.—Threshing will not start in full blast until middle of week account rain; owing to low price those able will bin their wheat.—Louis Denton.

OHIO.

Sidney, O., July 6.—Wheat all cut.—J. E. Wells & Co.

Oakwood, O., June 26.—Some rye already cut.—W. H. Hill.

Rockford, O., July 9.—Wheat being threshed.—Rockford Elvtr.

Waverly, O., July 1.—Wheat harvest about over.—Pee Pee Mlg. Co.

Youngstown, O., July 6.—Greater part winter wheat will be cut this week and finished next week; no old wheat in farmers hands.—Homer Baldwin.

Rex, O., June 18.—No grain in farmers hands except that for feeding purposes and not enough of that to carry thru; we are selling considerable corn and oats to farmers.—J. R. Brubaker & Son.

OKLAHOMA.

Carnegie, Okla., July 4.—Wheat has commenced to move.—Thomas & Brink Grain Co.

Ukeene, Okla., June 23.—Threshing has commenced; wheat good quality; 65c per bu.—M. C. Herschberger.

Mountain View, Okla., June 27.—Wheat moving slowly account few threshing machines.—Mountain View Grain Co.

Marshall, Okla., July 4.—A very free movement of wheat from farmers; prices low; ranging from 66c down to 62c; all wheat going for export.—Pearson & Hayton.

PENNSYLVANIA.

Mifflin, Pa., July 6.—Not over 5 to 10% grain in farmers hands.—W. H. Manbeck & Son.

Treichlers, Pa., July 6.—About 15% corn and no other grain left in farmers hands.—Mausser Mill Co.

SOUTH DAKOTA.

Tulare, S. D., June 29.—About 5% old grain still in farmers hands.—H. H. Fink, mgr. Farmers Elvtr. Co.

UTAH.

Tremonton, Utah., June 30.—A million or more bus. wheat that should reach the market during next 6 or 9 weeks will not be harvested on account recent destruction by frost.—David Holmgren, mgr. Farmers Cash Union.

WASHINGTON.

Davenport, Wash., June 25.—Little grain still in farmers hands.—W. J. Olwell, of Big Bend Mlg. Co.

WISCONSIN.

Portage, Wis., July 6.—Market on oats has been low this year and think little larger quantity remains in farmers hands than other years; farmers holding more corn also as crop was extra good last year.—I. W. York & Co.

Rye Movement in June.

Receipts and shipments of rye at the various markets during June, compared with June, 1913, were in bushels as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Baltimore	1,251,022	854,929	1,028,771	441,735
Minn'polis	220,840	185,510	212,590	124,880
Chicago	199,000	126,000	132,000	28,000
Duluth	172,689	126,104	133,470	120,305
Milwaukee	115,770	116,600	74,227	77,700
St. Louis	15,100	8,800	9,150	6,820
Omaha	11,000	14,300	12,000	27,000
Louisville	7,050	30,100	1,065	3,115
Detroit	8,000	11,000	9,000	4,600
Kan. City	5,500	16,500	26,400	1,100
Toledo	5,000	5,000	1,100	2,100
Ind'polis	.....	1,000	.....	.....

Barley Movement in June.

Receipts and shipments of barley at the various markets during June, compared with June, 1913, were in bushels as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Chicago	1,590,000	2,322,000	277,000	305,000
Milwaukee	1,086,060	1,445,600	172,100	320,100
Minn'polis	1,070,430	2,099,190	1,235,150	1,723,810
Duluth	621,123	956,198	507,727	877,543
St. Francisco	354,791	288,333	.....	.....
St. Louis	102,400	16,870	62,190	1,250
Louisville	56,200	49,000	16,596	85,188
Baltimore	39,370	137,647	.....	.....
Kan. City	11,200	21,000	.....	280,000
Toledo	9,000	.....	.....	.....
Omaha	8,400	32,200	1,000	.....
Detroit	8,000	5,000	.....	.....

Corn Movement in June.

Receipts and shipments of corn at the various markets during June, compared with June, 1913, were in bushels as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Chicago	9,741,000	16,292,000	6,727,000	7,242,000
Kan. City	2,858,750	1,692,500	1,656,250	845,000
Omaha	2,324,400	2,295,600	3,041,500	1,570,800
Milwaukee	1,828,350	1,266,140	987,745	586,420
St. Louis	1,638,000	2,303,750	1,212,400	1,246,350
Baltimore	1,562,419	19,665,372	452,419	18,520,035
Ind'polis	1,418,000	1,752,000	389,000	318,000
Minn'polis	968,680	602,420	796,572	373,640
Louisville	544,815	618,805	464,475	423,150
Toledo	418,800	328,800	38,000	91,600
Galveston	397,498	.....	.....	.....
Duluth	337,984	173,194	218,021	90,712
N. Orleans	234,455	212,737	.....	.....
Detroit	247,000	187,800	237,000	59,620
S. Francisco	13,250	11,601	.....	.....

Wheat Movement in June.

Receipts and shipments of wheat at the various markets for June, compared with June, 1913, were in bushels as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Baltimore	5,740,130	8,775,041	8,068,392	9,480,072
Minn'polis	3,228,340	6,037,910	2,442,710	1,859,380
Duluth	2,380,004	2,416,336	5,343,408	4,194,207
Chicago	2,113,000	2,167,000	7,476,000	4,055,000
St. Louis	1,710,993	1,219,452	613,420	1,204,250
Kan. City	1,000,800	1,540,000	1,071,600	1,670,400
S. Francisco	581,400	762,867	.....	.....
Milwaukee	341,775	520,950	193,072	181,509
N. Orleans	333,871	960,250	.....	.....
Omaha	255,601	1,491,600	234,000	1,441,200
Ind'polis	100,000	56,000	23,000	4,000
Toledo	81,000	134,000	581,200	196,600
Detroit	52,000	162,000	77,000	105,000
Louisville	15,612	121,100	6,200	12,232
Galveston	.....	.....	713,414	365,270

Oats Movement in June.

Receipts and shipments of oats at the various markets during June, compared with June, 1913, were in bushels as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Chicago	9,203,000	16,583,000	9,160,000	9,235,000
Baltimore	2,433,065	3,663,144	652,480	1,766,026
Milwaukee	2,418,800	1,911,600	2,042,445	906,557
St. Louis	1,978,800	1,756,100	1,525,200	832,010
Omaha	1,230,800	865,300	1,458,000	790,500
Minn'polis	874,510	1,165,840	1,265,810	891,620
Kan. City	693,600	520,200	809,200	200,600
Ind'polis	501,000	470,000	161,000	77,000
Duluth	494,449	1,763,607	1,797,963	1,987,071
Louisville	404,300	392,650	383,915	332,900
Detroit	393,000	362,000	98,500	5,250
Toledo	217,600	305,600	101,900	157,300
S. Francisco	103,188	13,375	.....	.....
New Orleans	22,647	10,645	.....	.....

Imports and Exports of Grain.

Imports and exports of domestic grain and exports of foreign grain from the United States during April, 1914, compared with April, 1913; and for the ten months ended May 1, 1914, compared with the corresponding period ended May 1, 1913, as reported by O. P. Austin of the United States Bureau of Statistics, were in bushels as follows:

IMPORTS.				
	Ten mos. ended		May 1, 1913.	
	1914.	1913.	1914.	1913.
Wheat	13,294	36,368	1,854,220	769,329
Corn	110,063	1,366	9,462,421	881,423
Oats	1,494,405	17,465	20,058,998	714,767
*Rice	28,320,671	21,656,878	243,950,827	176,473,923
Beans	178,123	64,670	1,383,421	916,166
Dr. peas	54,313	24,187	803,883	1,113,564
EXPORTS.				
Wheat	3,065,954	6,589,975	78,188,497	78,783,572
Corn	709,085	5,596,286	7,916,957	47,070,246
Oats	94,464	357,386	1,007,298	32,915,297
*Rice	2,719,341	1,064,280	19,261,965	20,649,752
Barley	611,059	1,060,763	5,630,853	16,728,796
Rye	350,987	314,931	1,331,734	1,206,787
Ruckwheat	79	41	515	1,335
Beans and dr. peas	22,000	24,103	268,934	337,297
EXPORTS OF FOREIGN GRAIN.				
Wheat	216,218	100	601,513	65,690
Corn	140	.....	3,767	85,887
Oats	154,411	.....	433,929	8,500
*Rice	1,272,758	1,513,874	12,272,330	10,433,062
Beans	391	3,180	18,213	38,213
Dr. peas	11,170	18,513	137,556	304,838

*Includes cleaned and uncleaned rice, broken rice, rice flour, meal, bran and polish, stated in pounds.

Duluth Dealers at Home.

It is said in Duluth that that city is 25 miles long, a mile wide and a mile high, and surely that saying was amplified by the Board of Trade members in their entertainment of the Northwest elevator directors, managers, and grain shippers on June 30 and July 1. If you were to ask one of the men who were fortunate enough to be in attendance he would soon assure you that every inch of the area of the city was concentrated in an effort to please and entertain the visitors for two days. From the earliest arrivals to the time the visitors left the city, nothing was left undone.

Tho the meeting really began with the assignment of the visitors to different hotels early Tuesday and on the night of Monday, the first official part of the program began with the opening of the Board of Trade on June 30. The fondest hopes of the officials of the Board were more than realized, as there were 400 ready to begin their inspection of the Board of Trade, the marketing of grain and its grading by the Minnesota State Inspection Department. Later trains brought still more of the visitors into the city until when the roster was complete the number was nearly 600. The idea of the entertainment as originated and carried out by the Duluth Board was staged with the thought of showing the grain producers and shippers in the Northwest how the grain shipped to Duluth is handled. In different parts of the territory, the misapprehension that the marketing of grain was unjust to the producer had become rife. It was the thought of the Board of Trade members to dispel this belief and how well they accomplished their aim can best be judged from the words of the visitors as they left for home after the meeting.

With the educative end in view different members of the board sent out invitations to the grain shippers and producers of the Northwest under the agreement that there was to be no soliciting of business during the time that the meeting was in session. In addition to this every other firm was excluded so far as possible from soliciting or otherwise burdening the minds of those in attendance with anything but the thought of pleasurable instruction. The meeting was purely speculative on the part of the Duluth men and met with strong opposition even within the membership at first. Its result will most likely be the repetition of the entertainment and its adoption by other markets on a more or less varied plan.

After the assignment of the visitors to rooms they were piloted to the Board of Trade Bldg. at Third avenue West and First street for the opening of the markets. Every one was admitted to the floor and each member of the Duluth Board was anxious to explain anything that came into the visitors mind. While the meeting was marked for its strict carrying out of the program, the informality with which everything was staged was undoubtedly one of the crowning features of its success. Only a part of the visitors could be admitted to the trading floor at a time. From here the men were escorted in groups to the State Grain Inspection Department. H. E. Emerson, Chief Deputy in charge of the department, and his assistants did everything possible to explain exactly how the different grains were inspected and graded. Chief Inspector F. W. Eva of the State Inspection Dept. was up from St. Paul helping in the added duties of the department. P. H. Bevis, Chief Sampler for the Duluth Board,

spent the greater part of his time in the department clarifying any misunderstanding visitors might have. The different groups of men came and went thruout the entire morning, most of them evincing a keen interest in what was being shown them. The interest was intensified somewhat by circulars which had been given each man upon registering in the morning and which explained the handling of a car of grain from the time it left the country shipper until it reached the terminal market, following in detail the method of sampling, inspection, reinspection and appeal, supervision of weighing and the use of the suction draft.

At 1:30 P. M. the scene of the entertainment changed to the harbor front, where the Harry A. Berwind, one of the largest grain carriers on the lakes, was taking on 375,000 bus. of wheat from a local elevator. To most of the visitors seeing wheat pour into the hold of a vessel in such large quantities was not only novel but pleasurable. The crowd thronged to the main deck of the steamer and were shown around as much as practicable by G. A. Tomlinson, owner of the boat, and some of his assistants. They left the vessel with reluctance and headed for the Duluth Commercial Club.

To many of the visitors the automobile ride which started from in front of the Duluth Commercial Club was the feature of the two days visit. The returning crowd reached the designated point in groups and were taken with little delay by machines secured by the Board of Trade members first to the London drive along the lake front, thence to the Duluth Boulevard along the crest of the hill on which Duluth is situated and back to the starting place. After the ride the visitors inspected the city and its business blocks until 6:30 P. M., when the banquet was begun.

So successful had been the earlier part of the program that not a single face was absent when the call for the banquet was made. The halls and corridors fairly teemed with men all talking the praises

of Duluth. As they entered the large banquet room a ten piece orchestra struck up some patriotic airs which were followed by such as "Hail, Hail, The Gang's All Here," and other old melodies that every member in the room recognized and appreciated. At the festive board nothing had been overlooked by those in charge. Every desire of the banqueters was satisfied by the young waitresses. With the dinner over, the cigar smoke began to float into the air as every one settled back comfortably from the tables and prepared to enjoy the toasts and talks of the evening.

President W. J. McCabe of the Duluth Board of Trade gave the welcoming address: In behalf of the Duluth Board of Trade, gentlemen, I want to welcome you to our midst. I am indeed pleased to see such a representative gathering. I feel that you have come with the view of making the greatest section of the country better, of becoming better, broader citizens regardless of whether you are a native or an immigrant. All of you, too, are planning for the future. You are striving to build up some kind of a business and leave a heritage to those who follow you. Naturally the question arises, "Who makes the best citizen?" and as we look about we can answer it with the thought that all are doing their best to make good citizens.

In the years I have spent in this country there have been some wonderful changes and in no place has there been greater changes than in this Northwestern section. Better and more substantial buildings have been built everywhere. Progress is ever in evidence.

And now, gentlemen, I want to talk for a moment about the producer. Every one of you can do as he sees fit in the marketing of his product. It is only natural that he will market to the best possible advantage. You are our guests now and we hope that this meeting will more firmly entrench us in your minds. We offer you Duluth and its wonderful advantages as a shipping point as your port. Today



A Group of Duluth Visitors Lounging on the Columbia's Upper Deck.

you have seen a part of the city and tomorrow you will see more of it, and I'm sure when you are thru with this visit you will be able to determine whether you can deal profitably with us.

To my mind there is no better influence than a meeting such as this for the effacing of any misunderstandings and the welding and strengthening of friendships. We want you to find out the details of our market. We feel that by this entertainment we will not only become better acquainted with you, but you will learn us and our methods of business. We certainly want you to have a good time while you are here with us and hope that you will return again. Now in closing I want to repeat my word of welcome not alone as president of the Duluth Board, but for each individual member of the board.

With the introduction of Watson S. Moore, toastmaster of the evening, the real fun and friendly repartee began and continued as long as Mr. Moore was introducing the different speakers and even afterward brot back many clever retorts which kept the laughter ringing almost continuously.

Mr. Moore said: Pres. McCabe has told you what the meeting is about and offered the Duluth market to you as yours. We certainly want to become better acquainted with you, and want you to become better acquainted with us and our methods of handling your grain. It's a misfortune that some men do not understand the grain business because of lack of information but a greater one when they refuse to learn. We don't believe that any of you are in the latter class. This meeting is as important to you as to Duluth. We are proud of the upper lake city and its form of government. We feel that its peculiar situation gives it a wonderful advantage over other cities and insures it a great future.

Mayor W. I. Prince: I want to assure you, gentlemen, at the outset that it gives me a great deal of enjoyment to welcome guests from abroad. I can hardly describe my personal pleasure as well as profit in such a meeting. If I fail to give a welcome that will make each one of you feel at home I will be disappointed. I know that you are accustomed to hearing this sort of talk. However, I do not extend this greeting to you in a business way merely, but in a social way as well. We are all in a common cause and personally I feel that nothing is stronger than such a meeting for knitting the Northwest closer together.

In Duluth there is no institution stands higher than its Board of Trade. We of Duluth are proud of it from every stand-

point and have cause to be. Its methods of business are unquestioned and command the admiration of all fair minded people.

We want you to fully inspect our city, its business, drives, and above all its water facilities. We congratulate you as men of the great Northwest. There is no part of the entire country that is ahead of the Northwest. We hope that you will not be the least bit bashful about coming again to our city and staying as long as you like.

A. W. Frick: Gentlemen, I consider that we of the Board of Trade are highly honored and I can assure you that we are more than pleased with the hearty response that you have given to our undertaking. We want to get acquainted with you and have you get all the information possible about our business methods. We can't get along without you or you without us.

I have been here 30 years and there are many others who have been here as long. In that time we have learned a great deal. Still I think that we are just beginning to do business. For one thing we are not producing as much in all the Northwest as France. We are learning by education, but there is room for improvement. The Board of Trade has spent money for this meeting to keep up with the times and is constantly doing everything to build up business. We realize that even now some will be dissatisfied, but we feel that our effort can but result in benefits to both you and ourselves.

C. F. MacDonald, sec'y of Board of Trade: Mr. Toastmaster and guests, the United States is the greatest grain producing nation in the world. One can scarcely realize the immensity of the yearly crop. In the handling of this crop Duluth and Minnesota come in for a large share and will steadily increase, I think, as the crop production grows from year to year.

Yet despite the immense quantity of grain handled there is a slight comparative fluctuation in the markets, little friction in the business machinery which has developed for the caring for this crop. The grain business is run more smoothly than any other in existence. There is a greater and better credit basis on which it is operated than in any other. It is never difficult for the reliable grain man to borrow many times the amount that the banker or other business man can.

Gentlemen, the marketing system that has grown up with and out of the grain business is responsible for this condition. There isn't another such system in the world. The Grain Exchanges are typified by the absence of combination and the

presence of open competition. Yet contrary to the belief of some they are merely market places. They regulate the conditions under which buying and selling must be done but do not dictate the price. They supply traders with the markets, but have no more voice in the prices of articles than does the village market. Their responsibility is great, for the men who operate on their floors are entrusted with thousands of dollars and no man is allowed on an exchange unless he has ability and a high sense of business integrity.

The idea that a grain exchange is wealthy is entirely wrong. For example, take Duluth during the last year. The Board of Trade has a membership of about 200 members and each of these pays \$60 dues, which nets \$12,000. This will not pay the expenses of the institution and there isn't a year when it is not necessary to draw from the building fund to make up a deficit. In the 35 years that the institution has been in existence there has not been a single dividend paid.

The sec'y of an exchange is peculiarly the representative of that exchange, and as Sec'y of the Duluth Board I want to tell you gentlemen that this market is yours and you have a right to know about it. The sec'y's office is always open to you. We of the board want you to look upon the Duluth Board of Trade in that light and keep in touch with us.

Isaac S. Moore of the Duluth Clearing House Ass'n: Mr. Williams, the man who was to have addressed you, is really a big banker and I am sorry that he could not have made this speech to you.

I am to say something to you about the crop handling from the financial point of view. Few of you, gentlemen, realize how much the banking system facilitates the movement of crops. You know, however, that oftentimes your shipments, which are destined for some distant city are paid for and the money returned to you long before that grain has reached its destination. This part is pertinent to you but further than that, I dare say, you have not investigated. In order that this can be done it is necessary for institutions, especially here in Duluth, where the grain movement is exceptionally heavy, to carry a large reserve.

I want to congratulate the men on the Board of Trade. If it were not for the implicit confidence that we have in them business as we do it would not be possible, and your money could not be returned to you with so little delay.

Julius H. Barnes: An important and interesting thing to you as well as to others is the conversion of the crop into money. The Board of Trade is trying to show you this in this entertainment



Steamer Columbia Docked at the Great Northern Elevator.

A Luncheon under the Trees at Spirit Lake.

by taking you around to the different crop transforming facilities.

There is no cereal that moves like wheat. It is the ideal food and is used in every part of the globe. It is constantly being raised in one hemisphere and marketed in another. I only wish I could show the immensity of its movement as well as that of other grains.

In my judgment the development of waterways and the marketing system have been two strong factors in influencing of conditions for the grain producer and shipper in the United States. Years ago waterways were not developed to the point where transportation could be carried on easily, but with the development of locks conditions were changed. Since that time several billions of dollars have been saved on grain alone by the cheapening of transportation and every business has been affected.

Our marketing system is wonderful. Why the large grain houses of foreign countries do not perfect organizations in the United States speaks well for our methods. The foreigners do not want to do business on such a small margin of profit. They will establish their branches where the people are not so well informed as ours but will not venture here. The matter of loans, too, can be explained on the ground that the losses here are negligible. The attacks against boards of trade are unwarranted. The exchanges perform a public service. There is no other method for marketing like ours. The fluctuations in the market are due to the natural law of supply and demand and not to the influence of the exchanges. Every month of the year a crop is harvested in some part of the world and each of these is subject to the vicissitudes of the seasons, which in turn naturally has its effect upon the supply and as naturally the price fluctuation.

It is claimed that the amount traded in greatly exceeds the production. Of course it does. Let me get personal for a moment. My firm does nothing but an export business. We are always looking for new markets. I know something of the price of foreign wheat. It sometimes happens with us that wires are sent in from abroad and we buy grain. That same grain is often bot and sold several times without ever being handled. This is not to the discredit of the marketing system, but rather it shows its perfection and its public service.

In closing, gentlemen, I want to say that I think Duluth is one of the world's important ports and has a real future. Other cities have railroad facilities but this city has both railroads and waterways and I hope that you will realize that it is your port.

At the close of Mr. Barnes' talk Thos. Pendry, Eldridge, N. D.; R. Y. Breed, Crookston, Minn., and F. C. Rector, Judd, N. D., responded informally to the talks of the evening. Each in turn brot forth hearty applause, and particularly Mr. Breed with his clever witticisms.

WEDNESDAY'S ENTERTAINMENT.

Wednesday was taken up entirely with the boat ride up the St. Louis River on the Steamship Columbia. The steamer started promptly at 8:45 in the morning with nearly all the visitors and as many of the Board of Trade members as could get away for the trip. The first stop was at the Peavey elevator, where a part of the visitors went on a tour of inspection. A few went into the working floor and others still climbed to the highest part of the plant. The boat reached Spirit Lake just about noon and the visitors enjoyed the luncheon which had been prepared in advance of their arrival. After the lunch the crowd was piloted to the new \$20,000,000 steel plant now being erected by the United States Steel Corporation. The sight was extremely interesting to most of the visitors, who inspected the plant very closely.

About 2:30 the grain men returned and hastened to the steamer for protection from a local thundershower, which was the only unpleasant feature of the whole day. A delegation of Board of Trade members joined the visitors and the trip back to Duluth was started. The return trip was uneventful save for a visit to the Great Northern Elevator, where as before only a part of the visitors went into the plant.

Upon arriving in the Duluth harbor the visitors were attracted to the railings of every deck by a fast gasoline boat encircling the steamer and by an exhibition of a hydroplane. As the steamer drew into the dock about 6:00 every visiting member joined in a rousing cheer for the entertainers.

NOTES OF THE ENTERTAINMENT.

Montana grain men present were: J. R. Swift, Lewiston, and O. B. Hoven, Antelope.

Banqueters found that the visiting men could give as well as take a joke with the heartiest good will.

Mr. and Mrs. Ed Baxter of Grover and D. J. O'Connell of Ramona attended the meeting from South Dakota.

Minneapolis members of the Duluth Board who came to scoff remained to praise. It may give that city an idea of a similar nature.

Jos. Able, Berthold, N. D., aged 78 years, was the oldest active director at the meeting. He had many of the younger men handicapped in agility.

About 2,500 invitations were sent out by Board of Trade members. Six hundred is pretty high percentage of responses, don't you think, Mr. Outsider?

Some little disappointment was evidenced by the ladies when they were excluded from the inspection trip of the big steel plant at Spirit Lake.

Everything was provided for by the Duluth Board of Trade but the railroad fare and every visitor will assure anyone that it was well provided. Here's to the Duluth Board and their successful entertainment venture.

Sec'y MacDonald of the Board said after the meeting was over, "I consider the success of the entertainment due to two causes, the elimination of liquor in every form and the elimination of soliciting of business."

Northwood, N. D., was the banner city for attendance, being represented by ten members, inclusive of her mayor and prominent grain men. Her representatives were P. P. Glassrud, E. K. Spoonheim, O. A. Myrand, G. P. Hanson, Paul C. Johnson, Nave Naveson, D. L. Campbell, Andrew Peterson, and Thos. Prendergast.

Among the ladies present were: Mesdames E. C. Betcher, W. M. Muckum, E. J. Horn, J. E. Galehouse, E. A. Phelps, G. M. Allen, C. Gibson, G. P. Cook, J. C. Stout, L. B. Smith, N. Olson, Aug. Everet, Neal McKay, P. E. Olson, A. O. Hegles, S. Bolstad, Ed Baxter, John Nicoll, H. G. Laudert, C. A. Newgard, George Harrison, George Reed, N. H. Elvick, A. H. Lean, Jas. Ward, C. J. Johnson, R. R. Thue, J. G. Brady, Albert Barks, George Elliott, and P. H. Yon, and Misses Mary Gillispie, Edith Calwell, and E. J. Ryan.

The representatives from Minnesota were: Fred Ahlbrecht, Staples; Jos. Bergerson, Brooks; E. C. Betcher, Ada; R. Y. Breed, Crookston; P. W. Brost, Green Bush; W. C. Brown, Claremont; J. L. Cohen, Nashua; A. M. Dammen, Moorhead; D. A. Duncan, Claremont; H. H. Egar, Kragnes; Ole A. Engribeson, Clearbrook; T. B. C. Evans, Hawley; E. J. Gorder, Kragnes; John Grinde, Moorhead; G. B. and Thos. G. Hauger, Winger; C. L. Dindahl, Oklee sta. (Lambert p. o.); H. Hendrickson, Underwood; H. G. Laudert, New Richland; Ole O. Lee, Oklee sta. (Lambert p. o.); J. L. Lybeck, Cyrus; Andrew Mallingen, Rothsay; M. A. Mortenson, Fergus Falls; Carl Nelson, Ada; T. O. Nelson, Clearbrook; C. A. Newgard, New Richland; Louis Pfund, Ada; Andrew Plowski, Green Bush; P. E. Rude, Lawndale; F. J. Shreck, Argyle; Ole Skalet, Ulen; O. S. Sondall, Moorhead; Albert Westling, Comstock.

North Dakota men present were: Martin Aas, Barlow; C. S. Adair, Kempton; B. W. Agler, Grandin; G. M. Allen, Juan-



Enjoying the Noon Luncheon at the Picnic Grounds.



Some of the visitors at Duluth.

ita; A. D. Anderson, Berthold; G. E. Anderson, Sharon; B. W. Andrews, Petersburg; Julius Bakkum, Hillsboro; Albert Barks, Egeland; I. L. Berge, Velva; A. R. Berland, Nome; O. Bjorken, Page; W. A. Bokavoy, Kief; S. Bolstad, Buttzville; H. C. Bowers, Regent; J. G. Brady, Egeland; J. V. Brainard, Prosper sta. (Fargo p. o.); L. T. Buckley, Page; R. K. Cameron, Erie; A. B. Carlson, Forman; C. W. Clark, Erie; J. G. McCleary, Adrian; W. D. Conklin,

Carrington; J. H. Cook, Willow City; W. W. Cooke, Nome; J. C. Cullinar, Elliott; C. O. Danuser, Adrian; Simon DeBilt, Berthold; C. H. Deuel, Rutland; A. O. Dewey, Forman; W. M. Donnier, Clifford; J. E. Duncan, Casselton; John M. Dutee, Warwick; George Elliott, Leonard; G. Erickson, Lankin; Carl Erickson, Greenfield sta. (McHenry p. o.); Olaf Erickson, Milnor; R. J. Folver, Cherry; Erwin Forbes, Barlow; E. Frey, Jamestown; J. O. Gasal,

Bloom sta. (Spiritwood p. o.); J. E. Galehouse, Carrington; C. Gibson, Ypsilanti; P. P. Glassrud, Northwood; Jas. Hackney, New Rockford; M. Hanson, Nome; George Harrison, Michigan; A. O. Heglee, Walcott; A. Helgerson, Westhope; H. Helland, Kathryn; J. P. Hemmingsen, Shawnee; B. W. Hersey, Tiffany; Henry Hildreth, Argusville; J. N. Horgan, Neche; Nick Iversen, Hamberg; J. E. Horn, Carrington; H. Hunkins, Greene; Emil C. Johnson, Northwood; W. E. Johnson, Elliott; A. W. Johnson, Glenfield sta. (McHenry p. o.); G. O. Johnson, Finley; J. H. Johnson, Overly; C. J. Johnson, Walcott; R. D. Jones, Forman; J. M. Kent, Hatton; A. H. Lean, Cando; Jas. Langer, Casselton; J. W. Langdon, Hamberg; J. B. Larson, Hamberg; Jas. Lormore, Lamoure; G. A. Luke, Berthold; E. Lund, Kathryn; Mathew Maloney, Neche; O. E. Mapes, McVillie; Fred Maisel, Marion; K. Melby, Edmore; C. F. Meyer, Erie; Carl P. Miller, Nome; L. H. Miller, Elliott; J. C. Miller, Page; W. M. Mukum, Carrington; Thos. F. Mooney, Kempton; Clark Moore, Gardner.

A. Myrand, Northwood; W. Nelson, Absaraka; J. W. Newcomb, Amentia; John Nicoll, McHenry; H. Nielson, Lamoure; G. H. Nobes, Brantford; J. W. Nolan, Neche; S. Olson, Harwood; C. M. Olson, Milnor; J. W. Orchard, Warwick; N. O. Osterdahl, Page; Thos. Pendry, Eldridge; Wm. Peterson, Hillsboro; Magnus Peterson, Milnor; E. A. Phelps, Balfour; W. L. Platk, Woods; F. C. Rector, Judd; H. W. Reynolds, Grandin; John H. Rhoadas, Leonard; R. D. Robertson, Marion; John Ruttle, McHenry; F. R. Schilling, Linton; George Schmidt, Barlow; Otto Schewebe, Grandin; E. E. Smith, Schafer; Myron W. Scott, Amentia; C. O. Simensen, Grandin; C. R. Simon, Elliott; E. E. Smith, Schafer; L. B. Smith, Pittsburg sta. (Drayton p. o.); J. C. Smith, Warwick; J. A. Sorum, Taft sta. (Hillsboro p. o.); Alex. Thompson, Tyler; Carl Thorsit, Saries; P. R. Thue, Walcott; P. S. Tiedeman, Verona; John A. Travatten, Larkin; Jas. Ward, Calvin; Wm. Watt, Leonard; J. C. Wettstein, Tyler; P. J. Whelan, Lawton; W. W. Wilcox, Kempton; H. Williamson, Nome; P. H. Yon, Forest River; C. Zellmer, Hamberg; Math Zeien, Fessenden; and Wm. Zieske, Griswold sta. (Litchville p. o.)



Ruins of Belt Elevator at Superior, Wis., Burned April 26.



Loading Debris from Burned Belt Elevator.



Great Northern Elevator X at Superior, Wis., Unroofed by Tornado May 26, Exposing Salvage Grain.

Salvage of Belt Elevator at Superior.

Belt Line Elevator M at Superior, Wis., was burned on Sunday morning, Apr. 26, with 300,000 bus. of grain. The house had been operated until 6 p. m. the day before; and the fire, cause unknown, had been discovered at midnight in the cupola.

The house was a cribbed structure and the bins were numerous and small, making a mixture of burned streaks in the pile of damaged wheat. Altho somewhat difficult to handle the salvage was removed promptly by C. E. Metzler for the account of the underwriters.

The engravings show the ruins immediately after the fire, and a gang of men on the pile operating a basket chute loading debris on a barge. A large force was put at work, dividing the grain into valuable and worthless lots. A clamshell derrick was used in loading the worthless grain and debris on and off the barge for dumping. The good grain was screened as it was placed on cars and switched to two of the local grain elevators, having driers, and put into condition for storage, and probably will be exported.

Much of the grain was removed into Great Northern Elevator X, and afterwards a tornado, on May 26, unroofed the house as shown in the engraving, exposing the grain to the elements. The men on the pile of salvage grain at the time had to flee for their lives. The same storm overturned freight cars, blew down railway viaducts and completely wrecked a steel unloading crane costing \$250,000.

The Belt Elevator had been sold by the Globe Elevator Co. before the fire; but the purchasers, the Cargill Elevator Co., instead of taking possession of the old house July 1, as planned, are erecting on the same site a 350,000-bu. working house, for which the Barnett & Record Co. has the contract.

N-W Ohio Grain Dealers at Toledo.

The Northwestern Ohio Grain Dealers Ass'n held a meeting at the Boody House, Toledo, on the afternoon of June 26.

Pres. E. J. Odenweller, Ottoville, was in the chair.

Sec. H. W. McDonald, Greenville, read the minutes of the last meeting, which were approved.

H. H. Goemann, in discussing the newly amended Moss bill, said that it was a good bill, but that it was subject to criticism. As the bill now reads it was possible for a country shipper to ship to another country shipper, any numerical grade he contracted to sell, and still not be subject to Federal supervision.

E. H. Culver: I think Mr. Goemann is wrong when he says that a country shipper may ship to another country shipper any numerical grade he chooses. Rep. Moss at Indianapolis, declared that the right to issue certificates of grades was a government copyright and that no one else had a right to issue sub-certificates.

Mr. Goemann: The Moss bill says that a country dealer may offer numerical grades and I think it shud be changed.

J. W. McCord: I think Mr. Goemann is right.

Mr. Culver: Mr. Moss has explained all these things sufficiently to clear them up.

Mr. Goemann: There is no use arguing about what Mr. Moss explains. His bill is what counts and his explanations are not sufficient.

Fred E. Pond, Buffalo: Under the old Lever bill, a country shipper selling No. 2 corn to another country shipper was subject to government inspection and, according to Rep. Moss the same condition prevails in the new bill.

Mr. Goemann: The Supreme Court does not care for explanations. The bill itself governs the situation.

J. W. McCord: I think that the amended Moss bill is just what a country dealer wants as he may, by its provisions, ship numerical grades and make his certificate hold good.

Mr. Culver: A county dealer may send his corn to any market and have it graded. The present law denies the right of private contract. Baltimore wants to sell its own grades and an appeal to the courts will probably be made.

Mr. Goemann: The right of private contract shud not be denied. If Baltimore appeals to the Supreme Court, it will probably win. Much depends upon

The Buffalo Delegation at Toledo.



Left to Right: Sec'y F. E. Pond, Geo. Watkins, F. J. Schonhart, Earl W. McConnell, J. J. Rammache.



Some of the N-W Ohio Dealers Attending Toledo Meeting.

the regulations that will be made by the Sec'y of Agriculture.

Mr. Culver: The grain trade is now familiar with the new Grain Grades Act. The Toledo Produce Exchange has changed its rules to accord with the requirements of the new corn grades. We want your cash grain and also your "future" business.

We have a set of sieves for grading your grain, but every dealer shud have a set and all of them shud have grain cleaners.

In my opinion the Boss car loader is the worst thing that a dealer can use. It is a corn chopper and meal maker. Corn is almost forced to heat when loaded by these loaders. Take them out and put in gravity loading spouts and good grain cleaners.

S. L. Rice, Metamora: We need ass'n work, we must spread the gospel of good fellowship and we must give financial support. Your presence is evidence of your interest.

E. L. Southworth, Toledo: Indianapolis had a good meeting. Indiana dealers are all loyal to local meetings, and all belong to the state ass'n. That is just what you must do. Forget your envy, quit your fighting, get together and act square all the time.

Mr. McCord: No one is independent. Success depends on co-operation. A small local ass'n does not have the influence of a state or national ass'n. It is the desire of the Ohio State Ass'n that more members be obtained. I wish that your ass'n wud affiliate with our ass'n. When you reorganized, this idea of affiliation was overlooked.

D. R. Risser, Vaughnsville, introduced a resolution calling for affiliation of the

Northwestern Ohio Grain Dealers Ass'n with the Ohio State Grain Dealers Ass'n. The resolution provided that each individual member pay to the state ass'n annual dues of \$3.00, which wud entitle him to all the benefits of state and national assn's. The resolution was passed.

Eli Short, Elmira: Our Fulton County local is in favor of keeping our ass'n afloat. We have banquets and all of us are good fellows.

H. W. McDonald: If one or two stay out of the ass'n the rest of you shud be loyal. The finances are in bad shape. I have paid out more money in expenses than I have received. This cannot last forever, as everyone must have compensation for labor performed.

If you get busy on finances, I can do better work. The efficiency of the ass'n depends on you.

Mr. Short: We shud pay our dues without compelling some one to write us three or four times.

Mr. Rice: All county assn's shud collect the dues and all shud stand pat on good, honest business methods.

Mr. Short: We need the co-operation and financial support of the receivers.

Mr. Odenweller: I think receivers shud be honorary members.

Mr. Rice: I think it entirely in order for receivers to have the privilege of being members of this ass'n at a nominal cost.

Fred Mayer, Toledo: I do not feel like taking part in any meeting unless I am a part of it. I think you shud solicit memberships among the receivers and make the dues reasonable.

Mr. Southworth: I am in favor of helping to support the ass'n.

Mr. McCord: Owing to the fact that the whole membership is not present, it wud hardly be proper to decide on this matter. I suggest that the dues be \$5.00 a year.

The whole matter was finally carried over for discussion at another meeting.

The Secretary was instructed to call a meeting when and where he deemed best.

The meeting adjourned.

Dealers present were: L. C. Allinger, Delphos; A. J. Aungst, Fayette; J. R. Clendenin, Lyons; G. R. Forester, Swanton; J. T. Badgley, Pioneer; B. Grammer, Deshler; G. H. Hibbard, Fayette; G. H. Knepper, Edon; W. H. Lambert, Delta; O. G. Lang, Delphos; J. C. McCord, Columbus; Ed. Meyers, Ney; E. J. Odenweller, Ottoville; T. P. Riddle, Lima; D. R. Risser, Vaughnsville; A. L. Rice, Metamora; W. E. Riley, Montpelier, and Eli Short, Elmira.

Fred Mayer entertained at the golf club after session was closed and Risser enjoyed himself so thoroly he nearly missed his train.

Buffalo was represented by J. J. Ram-macher, Eastern Grain Co.; F. J. Schon-hart, Electric Grain & Elevator Co.; Geo. Watkins, W. G. Heathfield & Co.; Earl McConnell, McConnell Grain Corporation, and Fred E. Pond, Sec. Buffalo Corn Exchange.

Toledo's Live Grain Men.

The Toledo market will be right in line for grain shipments from a much wider territory after Aug. 1 when the reduced rates from that city to eastern points and for export go into effect.

The grain men of Toledo have long fought to remove the discrimination against their market by the railroads and are gratified at the concession granted on their representations. Altho the rates ought to be still lower to do Toledo full justice the dealers feel that their city will henceforth enjoy a much larger volume of business.

Toledo always has been pre-eminent as a grass and clover seed market, and occupies an assured position in these commodities.

In red winter wheat, Toledo, of all the large markets, stands alone in making the pure red winter the only wheat delivery on its contracts for future delivery. Flour made from soft red winter is highly esteemed by French bakers, and millers catering to this high-class trade find the Toledo future market a most reliable one in which to purchase or to hedge.

Toledo has good rail and water shipping facilities. Its public elevators are operated solely in the public interest and the operators do not deal in grain. Buyers get the average of the grade out, and not a skin grade on the line.

A group portrait of most of Toledo's live wire men is reproduced in the engraving, among them being H. W. Apple-gate, A. C. Brantingham, Henry Blanke-meier, H. O. Barnhouse, W. A. Board-

man, E. H. Culver, chief inspector, H. W. DeVore, H. D. Einhart, J. C. Fallis, Harley F. Frey, Sec'y. A. Gassaway Henry L. Goemann, Wm. R. Hadnett, Wm. H. Haskell, Chas. Keilholtz, Lawrence Kuehn, Chas. Knox, J. W. Luscombe, Fred Mayer, F. H. Mitchell, Chas. W. Mollett, Wm. H. Meyer, J. T. Mattimore, E. A. Nettleton, F. O. Paddock, pres. Produce Exchange, O. H. Paddock, O. W. Randolph, H. D. Rad-datz, E. L. Southworth, John G. Steuer, R. J. Wendt and J. W. Young.

Crop Improvement.

THE CROP IMPROVEMENT COM'ITE, Council of Grain Exchanges, has sent out 15,000 "More and Better Wheat" circulars to the grain men and millers of the winter wheat states. Circulars have been sent into Neb., Kan., Ia., Ky., Ill., Ind., Ohio, Pa., N. Y., and Okla. They are being distributed among the farmers.

THE AGRICULTURAL COMMISSION of Nebraska, organized to sustain the farm demonstration system in that state, and to create interest that will result in the installation of a skilled county agent in every county, is meeting with considerable success. Carson Hildreth, chairman of the commission, says that they expect to raise \$35,000, which will mean a sum of \$70,000 to be raised by the county interests. Already the C. B. & Q. Ry. has subscribed \$5,000. A like amount is under consideration by the U. P. Ry. and \$3,500 by the N. W. Ry.

THE LATEST CAMPAIGN launched by the Crop Improvement Com'ite, Council of Grain Exchanges, Chicago, is one for the improvement of the barley crop. At present much of the barley that is marketed by the farmers is put out in poor condition, due in a large measure to its having been cut a little too early or too late. When cut early the barley discolors, shrivels and will heat when being shipped, and the straw molds easily. When cut late the

bearded head of the grain can scarcely be handled at all and there is loss by the grain falling to the field. Experts say the best time to cut is when the head and straw have turned a decided yellow. Four page circulars are being sent into the barley growing states of the North-west with this information.

THE IMPROVEMENT of crops will be taken up by the Illinois Grain Dealers Ass'n in a series of meetings in various parts of the state during this summer. The object of these meetings will be not so much to educate the farmer as has heretofore been the cry of agriculturists as to have the farmers, grain dealers and other community people get together to educate themselves. It is thought by this method greater harmony and unity of effort will result and that each class will in turn be benefited. The action on the part of the grain dealers has resulted from the adoption of a resolution favoring the work of the crop improvement com'ite, Council of Grain Exchanges, at the annual convention in Cairo, Ill. It is the plan of the Ass'n to conduct a series of schools at which subjects of interest to grain dealers, farmers, millers and others of every community will be discussed. At each of these meetings the different county crop improvement agents will talk on county farm bureaus and crop improvements. The schedules as now arranged is as follows: Aug. 1, Chautauqua, Havana, Ill.; Aug. 7, Chautauqua, Eureka, Ill.; Aug. 11, Grain School, Decatur, Ill.; Aug. 12, Grain School, Eureka, Ill.; Aug. 12, Grain School, Bloomington, Ill.; Aug. 13, Grain School, Peoria, Ill.; Aug. 14, Grain School, DeKalb, Ill.; Aug. 26, Chautauqua, Jacksonville, Ill.

TOLEDO received the first car of No. 2 red wheat June 23 from central Missouri. The first car was received last year on July 10 and the one the year before on July 22.



Some of the Members of the Produce Exchange, Toledo, Ohio. Names Given in Article Above.

Seeds

EDON, O., June 26.—Clover fine.—G. H. Knepper.

REGENT, N. D., July 1.—Flax late.—H. C. Bowers.

NEW ROCKFORD, N. D., July 1.—Flax fine.—Jas. Hackney.

GREENE, N. D., July 1.—Flax condition 100%.—H. Hunkins.

THE IONIA BEAN CO., Ionia, Mich., has gone out of business.

CLIFFORD, N. D., July 1.—Flax condition 100%.—W. M. Donnier.

ANTELOPE, MONT., July 1.—Flax condition 110%.—O. B. Hoven.

HAMBERG, N. D., July 1.—Small amount flax raised here.—J. W. Langdon.

RUTLAND, N. D., July 1.—Flax acreage 110%; condition 100%.—C. H. Deuel.

ULEN, MINN., July 1.—Flax acreage 60%.—Ole Skalet, prop. Ulen Grain Co.

COMSTOCK, MINN., July 1.—No flax.—Albert Westling, mgr. Farmers Elvtr. Co.

MARSHALL, OKLA., July 4.—Kafir and feterita look first rate.—Pearson & Hayton.

PETERSBURG, N. D., July 1.—Flax acreage decreased; condition fine.—B. W. Andrews.

ADRIAN, N. D., July 1.—Flax condition 50%.—C. O. Danuser, sec'y Farmers Elvtr. Co.

OVERLY, N. D., July 1.—Small amount flax raised here.—J. H. Johnson, agt. Woodworth Elvtr. Co.

KANSAS CITY, MO.—The Harnden Seed Co.'s charter has been extended from May 19, 1914, to May 19, 1939.

ROCKFORD, O., July 9.—Alsike seed moving in this section; acreage average; quality extra good.—Rockford Elvtr.

FLORA, ILL.—The Louisville Seed Co. of Louisville, Ky., has bought the seed and feed business of Borders & Chaffin, grain dealers here.

GLENWOOD, ARK.—The seed warehouse of Burke & Taylor was struck by lightning recently. The loss sustained by the resultant fire is \$2,000.

THE SPOKANE SEED CO. will hold a meeting of its stockholders on Aug. 20 to vote on an increase in the capital stock from \$50,000 to \$75,000. T. C. Barrett is manager of the company.

THE LOUISVILLE SEED CO., Louisville, Ky., recently bought our seed business and plant at Flora, Ill. The new company may make some changes but will probably conduct its new acquisition as a branch business.—Borders, Chaffin & Co., Flora, Ill.

THE FREE SEEDS which the Department of Agriculture furnish for distribution throughout the country are said to be bought in Europe, English firms using the fact that the United States buys their seeds as an advertisement of their seeds. The probable reason of these seeds failing to mature properly is the altered condition of climate and soil.

STEM BLIGHT often known as black stem blight has been reported in some of the alfalfa fields in the San Luis Valley of Colorado. Prof. Sackett of the Colorado Agricultural College who has studied the disease extensively made a trip to the

affected fields to investigate. The blight is not a virulent disease and is generally contracted when the plant is young. It is not known how extensive the injury from the blight will be.

THE COURTEEN SEED CO., Milwaukee, Wis., has registered the name "Jumbo" for its red, white, alsike and alfalfa clover; its timothy, reedtop, blue, orchard, rye and lawn grass, and its millet seed; the name "Court" for its red, white, alsike and alfalfa clover; its timothy, reedtop, blue, orchard, rye and lawn grass, and its millet seeds and its seeds corn; and the name "Sodak" for its yellow dent seed corn.

ACREAGE of old clover appears short. Ohio, Indiana and Illinois do not look as well as a year ago. The crop has just started and much will depend upon the July and August weather. There is a larger surplus carried over but it is not enormous nor of good quality. Year ago stocks every where were exhausted. Country dealers loaded up freely. Some realized by selling here on the bulges. It is a little early to take a very decided stand. Clover seed is fickle and goes to extremes. Realize on the bulges.—C. A. King & Co.

THE ABOLITION OF DRY MEASURE is favored by Iowa seedmen as shown by their action in their recent convention at Shenandoah. The seedmen contend that selling by weight is fairer to both the dealer and buyer. Officers elected at the convention were: Henry Field, Shenandoah, pres.; E. M. Cole, Pella, vice-pres.; J. F. Sinn, Clarinda, sec'y; J. T. Hamilton, Cedar Falls, treas.; G. H. Cummins, Sioux City; M. Kirtzwell, Des Moines; J. F. Sinn, M. L. Webster, Independence, and C. G. Owen, Council Bluffs, executive committee.

A LARGE PART of the clover acreage has been cut and rains have given the second crop a good start. Of course, some sections have had a little too much rain. Places where the first crop was cut real early didn't get enough rain for the new growth. Foreign news comes just about the same as at home; some good reports, and some bad. We don't believe there has been any trading done this week for foreign account, and no doubt dealers there are waiting for the crop to get a little further on before entering the market.—J. F. Zahm & Co.

TOLEDO, O.—Clover seed finds friends on all setbacks. Offerings continue light in spite of the favorable run of weather and prices show a substantial advance over a week ago. Rains are wanted to give the second crop a good start. The government's forecast for this week is favorable. June made the customary net gain of 25c. July has made an average net gain of 70c during the past seven years, but as prices are now higher than usual at this period, there is a question whether they will go beyond the best prices of last month.—Southworth & Co.

THE DIFFERENCE in the prices of grass seed as indicated by the market on August 1, 1911, formed the basis of a wager between R. P. Scobee of Winchester, Ky., and Ford Brent, of Paris, Ky., and has resulted in a suit brot by the former for the recovery of \$5,000. It was agreed between the men that if the price as agreed upon for the seed was below market, Brent was to pay the difference, and if above Scobee was to pay the difference. Scobee alleges that Brent entered into illegal contract to control the price of seed. He paid \$5,000 on the wager and gave his note for \$6,000. A Paris bank is now suing him for the amount of the note.

HAMBURG, GERMANY, June 15.—Fine qualities of red clover are practically cleared out. Nearly everywhere the clover plants passed the winter in good shape, the rather severe cold weather experienced in a few districts found fields well covered with snow. Given favorable weather crops should turn out well. Prospects for the coming crop of white clover are not brilliant, England not reporting very favorably. Fairly large supplies of all grades of timothy being still available thruout Europe, present quotations in America do not offer any inducement to import the American seed, so much the more as our fall business is only light. Any advance in American values would doubtless result in increased buying of the preferred European seeds. Alfalfa is the only article in which a large business has been passing lately. Values range lower than for several years past, and for this reason the article attracted many buyers. Stocks, which during last winter were pretty large yet, have melted away quite considerably, so that present supplies would be too small to answer even a fairly active demand. We firmly believe higher prices will have to be paid for alfalfa later.—R. Leifmann Sons Successors.

NEW YORK, N. Y.—The general outlook for red clover in Europe is very good. Only the northern part of France is complaining. France has already been quoting FAQ New York at \$13.50 per 100 lbs. Prospects for white clover in Europe are so far excellent. Conditions in Bohemia and Poland complain on account of rain. Australia has an entire crop failure on this commodity and will be obliged to cover its requirements in Europe. The crop will be gathered during July and very soon reliable samples of the new crop will be on the market. The crop of orchard grass is much worse than anticipated. Market rules very firm with an upward tendency. Crimson clover prices have shown a very strong upward tendency for some time advancing daily. This was caused by very unfavorable reports from France, saying that the crop will be smaller than last year, further on account of heavy rains and farmers not being inclined to sell. Now the market has declined rapidly and French cables report the crop to be an average one in regard to quality and quantity. The demand for this commodity will be very heavy this season and the imports will show quite an increase. The demand from the United States for alfalfa seed has been extremely heavy during the last two months and Hamburg stocks are getting lighter. Prices as they prevail now are comparatively very low and buying at present values seems to be a good investment.—Locwith, Larsen & Co.

THE CULTURE of winter wheat in the eastern part of the United States is fully explained in Bulletin 596 issued by the United States Department of Agriculture. The rate of seeding winter wheat is given, an important place in the bulletin.

A SHIPMENT of 700 pounds of wheat and oats was recently sent from Gardiner, Mont., to Cooke City, Mont., by parcel post. The shipment was made by the Miles Bros., grain dealers in Gardiner. It was sent by stage and over a part of the distance had to be transported on pack horses owing to the impassable condition of the roads. The cost of the shipment was \$7.56 and the actual cost of transportation is estimated at at least \$25.

American Seed Trade Ass'n Meeting.

The American Seed Trade Ass'n held its 32nd annual convention at Washington, D. C., June 23. The meeting was held on the day following the meeting of the Wholesale Grass Seed Dealers Ass'n, all of whose members are enrolled on its register. About 200 delegates were present.

Pres. C. C. Massey of Milwaukee, Wis., presided over the meeting. William F. Gude, pres. of the Chamber of Commerce, Dr. W. W. Tracy of the seed department of the Department of Agriculture and Watson F. Woodruff, Orange, N. J., were the principal speakers of the day. Dr. Tracy confined his talk almost exclusively to a delineation of the work of the seed department in which he is working and Mr. Woodruff dealt extensively with the increase of seed importations in the United States since 1880. In that year this country imported \$2,615,926 worth of seeds, and in 1913 \$10,155,087 worth of seed.

An important action by the convention was the advocacy of a uniform parcel post rate. The entertainment features were a visit to Mt. Vernon and a trip about Washington.

From the Seed Trade.

OTTUMWA, IA., July 1.—Growers of this vicinity are still seeding the old in preference to the new varieties of seeds. I think that last season's market prices for the farmer's crop has caused the producer to grow less of certain kinds of seeds.—*Ottumwa Seed Co.*

HOLSTEIN, IA.—Prospects indicate a decreased acreage of seed crops this season, especially timothy and clover, due to a shortage in the hay field, which was injured last winter by the freezing weather. Seed for spring seeding is plentiful as yet. Old sorts are being abandoned in favor of alfalfa because of the low price on last year's grass seed.—*Allen Josslin.*

SHERMAN, TEX.—It was formerly a practice of the farmers to use rather largely of northern varieties of corn, such as Silver Mine, Yellow Dent, Gold King, etc.; but, owing to the vigorous campaign of the Corn Growers Ass'n and the Texas A. & M. College, this practice has been largely abandoned, and in their stead seeds of native acclimated varieties are used. The latter will give from one-third to double yields over the foreign-grown seed. This is especially true of cotton and oats. Native varieties are now used almost to the exclusion of others.—*A. M. Ferguson.*

Flaxseed Movement in June.

Receipts and shipments of flaxseed at the various markets during June, compared with June, 1913, were in bushels as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Duluth	519,843	806,229	160,624	1,380,801
Minneapolis	164,950	514,130	17,020	111,560
Milwaukee	32,620	14,400	.....	.....
Chicago	25,000	38,000	4,000	2,000
Kan. City	1,000	.....	.....	.....

CANADA'S imports to the United States greatly increased during the past year as the result of the Underwood tariff, according to the fiscal report for the year ended March 31. The report shows 19,000,000 bus. of oats imported, as compared with 1,700,000 bus. for the previous year; 1,500,000 bus. barley, compared with 773,000 bus.; and 10,000,000 bus. of flaxseed as against 7,500,000 bus. in 1913.

Wholesale Grass Seed Men at Washington.

The annual convention of the Wholesale Grass Seed Dealers Ass'n was held in Washington, D. C., June 22. The meeting was called to order at 10:30 in the morning at the Raleigh Hotel by Pres A. E. Reynolds of Crawfordsville, Ind. The routine business of the convention was disposed of and then a general discussion was taken up.

Most interest was given to the legislation affecting the seed trade during the past year. In the various states of the Union laws have been passed which are greatly at variance. This phase of the legislative program was argued at most length. In almost every state the seed trade has been indirectly accused of adulterating the seed. Pres. Reynolds flatly denied this in behalf of the trade, asserting that what nature had placed in the product could not be considered an adulteration. A most interesting and instructive address was given at the afternoon session of the convention by E. Brown of the Seed Laboratory of the U. S. Department of Agriculture.

Curtis Nye Smith of Boston, counsel for the ass'n was re-elected. Mr. Smith addressed the meeting on legal topics. An important action taken by the Ass'n was the establishment of an arbitration com'ite.

The election of officers resulted as follows: A. E. Reynolds, Crawfordsville, Ind., pres.; Wm. G. Scarlett, Baltimore, Md., vice-pres.; W. R. Jossman, Detroit, Mich., sec'y-treas., and George S. Green, Chicago, Wm. G. Scarlett and E. T. Stamford, Buffalo, N. Y., board of directors.

Imports and Exports of Seeds.

Imports and exports of domestic seeds and exports of foreign seeds during April, compared with April, 1913, and during the ten months ending May 1, 1914, compared with the corresponding period ending May 1, 1913, as reported by O. P. Austin of the United States Bureau of Statistics, were in pounds as follows:

		IMPORTS.		Ten mos. ended	
		April.	May 1.	April.	May 1.
		1914.	1913.	1914.	1913.
*Castor Beans	67,647	73,342	818,523	652,912	
*Flaxseed	532,928	72,298	6,975,000	4,287,057	
Red clover	70,028	290,206	6,613,895	5,915,744	
Other clovers	948,996	653,739	21,885,467	13,527,183	
Other grasses	2,708,025	967,187	25,465,448	23,075,200	
EXPORTS.					
Clover	425,838	259,122	4,535,485	5,385,704	
Timothy	698,897	942,190	11,750,975	16,454,156	
Other grasses	398,558	235,421	4,717,048	7,757,696	
*Flaxseed	18	215	282,355	16,840	
EXPORTS OF FOREIGN SEEDS.					
Clover	.....	604	.....	1,810	
Other grasses	4,358	.....	104,042	105,200	
*Bushels.					

PELLAGRA, a dreaded disease supposed to be caused from the eating of corn, has been transmitted by a sandfly at the Kansas State University at Lawrence. The victim of the disease is a monkey which has been used for experimental purposes by the scientists of the university under the direction of Prof. J. S. Hunter, state entomologist, and Dr. S. J. Crumrine, sec'y of the state board of health. The experiments of the university have extended over the past three years but until latterly no definite results have been ascertained. Sandflies were allowed to bite a human being afflicted with the disease and then hurried to the monkey. Those in charge assert that as yet the case is too premature to make any deduction of definite scientific value.

Embargoes to Be Promptly Heralded.

At the annual midsummer "at home" of the Wichita Board of Trade the one topic that constantly intruded itself on the merrymakers was the bumper Kansas wheat crop and the prospect that its handling would congest railroads and terminals.

Reminders of times past when 83,000 cars of grain stood in the yards at Chicago and grain was held in cars at Galveston 23 days were given by J. R. Koontz, G. F. A. of the Santa Fe. The dealers present shuddered to think of what will happen if the double crop in Kansas all starts to move at the same time.

H. L. Strong suggested that a com'ite be appointed representing the millers, grain men, railroads, bankers, inspectors and farmers to confer, and then to meet on July 1 at Wichita to present practical suggestions for curtailing the reconignment privilege and for the quicker handling of the large crop. Accordingly a com'ite of about 16 was named, representing all interests, and at its subsequent meeting adopted the following:

TO EXPEDITE CAR MOVEMENT.

Motion by J. R. Koontz:
That it is the sense of this meeting that all shippers avail themselves of the execution of an annual bond to the carriers and in absence thereof a certified check to local agent to protect carriers in the delivery of shipments in the absence of B/L. Carried.

Motion by J. R. Koontz:
Recommend that this com'ite representing the interior shippers create a sub-com'ite to take up with com'ites representing Galveston, Port Arthur and New Orleans the proposition of securing arrangements for the release of equipment and the collection of demurrage at these ports. Carried.

Motion by J. R. Koontz:
That Mr. Topping be made chairman of this sub-com'ite and that he select two others to work with him. Carried.

Motion by J. R. Koontz:
That it is the sense of this meeting that arrangements be made with all interests at the port of Galveston, Texas City, New Orleans and Port Arthur, that information as to conditions confronting wharf companies, steamship companies and elevator companies in the matter of handling grain, be given daily to representatives of trunk line carriers at these ports; and if such information at any time forecasts inability of any of the interests to promptly dispose of incoming grain, that such information be wired to the proper representatives of the northern trunk lines, and they in turn transmit such information by wire to all organizations and to the local railroad agents for immediate dissemination among local shippers.

Resolved, That the daily information as contemplated by the above be, during the grain shipping season, furnished tri-weekly to all interests concerned. Carried.

Motion by J. R. Koontz:
That the com'ite request Dean Jardine to co-operate with this com'ite in communicating to farmers results of this conference and its advantages to them. Carried.

The com'ite was continued subject to call of chairman or any two members.

THE LEVER BILL for the regulation of cotton exchanges was substituted in lieu of the Senate measure, which provides for the regulation by prohibition of the use of the mails and the telegraph for so-called gambling deals, by the House of Representatives.

Merchandise Brokers to Meet.

The Merchandise Brokers Ass'n, which has a large membership in Virginia and West Virginia, will hold its annual meeting, Aug. 14 and 15 at Natural Bridge, Va.

One of the topics of discussion is the "Taxation of Merchandise Brokers." Brokers interested in some subject they wish to have discussed are requested to write the sec'y, John T. Owen, Lynchburg, Va.

An Echo of the Indiannapolis Convention.

For the first time in its history, the Indiana Grain Dealers Ass'n pressed all members to be sure and bring their wives and sweethearts to the midsummer meeting, so that they could be shown the sights of the Hoosier capital. Accordingly a number of ladies attended. They were given an automobile ride over its pleasing drives and thru the beautiful residence district of the city, then taken to the Speedway, where an automobile race was pulled off for their special entertainment.

Bert A. Boyd and E. K. Shepperd furnished ice cream cones and Charlie Knox provided the fans to help keep the ladies cool.



Charlie Knox, the fan man, helped everyone to keep cool.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Mo. Pac. in Sup. 8 to 682B adds buckwheat, hulls and feterita, applying corn rates, effective July 23.

Western Trunk Lines in Sup. 29 to Circular 1-J gives rules, regulations, and exceptions to classifications, effective Aug. 1.

Union Pac. in Sup. 1 to 13940 quotes rates on grain and grain products from stations in Neb. on C. & N. W.; to its stations in Wyo., July 25.

Can. Pac. in E2435 quotes rates on grain and grain products from Detroit, Mich.; to stations in New England and Canada, effective Aug. 1.

C. B. & Q. in Sup. 10 to G. F. O. 3662-E and Q. O. & K. C. Circular 186-D gives rules and regulations on grain and seeds, effective June 20.

C. & N. W. in Sup. 1 to W. G. F. 11475-B gives rates on grain and flax seed between stations in Ill., Wis., and stations in Ia., Minn., N. D. and S. D., effective July 11.

Nor. Pac. quotes a rate of 51c on bran, shorts and middlings from Jamestown and Valley City, N. D.; to Denver, Pueblo and Colorado Springs, Colo., effective June 30.

C. & A. in Sup. 35-A to Tariff 1604-A quotes joint rates on grain and grain products from Peoria, Ill., to Bloomington, Ill., in cents per hundred pounds, effective July 23.

M. K. & T. quotes a proportional rate of 20c on oats from Armstrong, Caddo, Durant, Caney, Calera, Colbert, Ward and Waseta, Okla.; to Vicksburg, Miss., effective July 19.

Ill. Cent. quotes a proportionate export rate of 21c on corn and 22c on wheat from Council Bluffs, Ia., and Omaha, Neb.; to Norfolk and Newport News, Va., effective July 24.

C. B. & Q. in Sup. No. 23 to G. F. O. 5100-B postpones the effective date of rates between stations on the C. B. & Q. and stations on the Ft. D. D. M. & S. Ry. till August 29.

C. & A. in Sup. 1 to 1658-A quotes rates on grain and grain products from Kansas City and St. Joseph, Mo., to stations on the C. & A. and St. L. & H. Rys., effective August 1.

N. Y. C. & St. L. in 103P names rules governing transfer, elevation, storage, reconsignment and delivery of grain at Buffalo, East Buffalo, and Buffalo Jctn., effective July 23.

C. & N. W. in Sup. 4 to G. F. D. 7170-C quotes rates on grain between stations on the C. & N. W. Ry. in Ia., Neb., Minn., N. D., and S. D., and East St. Louis, Ill., effective July 22.

C. & E. I. has suspended certain proposed changes in rates in the state of Indiana until Sept. 12 in compliance with an order issued by the Public Service Commission of Indiana.

Wab. quotes a rate of 14c on flaxseed, 10c on corn and 11½c on wheat between Clarinda, Finley, College Springs, Dewhurst and Taggart, Ia.; and Kansas City, Mo., effective June 30.

C. & N. W. in Sup. 11 to G. F. D. 14000-B gives transit rates and rules on grain and seeds originating at stations on the C. & N. W., P. R. C. & N. W. and W. & N. W. Rys., effective July 22.

C. B. & Q. in Sup. No. 9 to to G. F. O. 6786-D suspends rate increases on grain and grain products until Nov. 25 in compliance with an order of the Interstate Commerce Commission.

Mo. Pac. quotes a proportional rate of 12c on wheat and 11c on corn from Kansas City, Mo., Leavenworth, Atchison, Kan., St. Joseph and Independence, Mo., to Chicago, Ill., effective July 24.

Santa Fe quotes an export rate of 14½c on corn and 15½c on oats from Benson, Eureka, Minonk, Roanoke, Cooper, Washington, Groveland and Morton, Ill.; to New Orleans, La., effective July 3.

C. & N. W. in Sup. 8 to G. F. D. 10110 gives joint rates on flaxseed, grain and flour between Chicago, Milwaukee, Oshkosh and stations on the G. B. & W., K. G. B. & W. Rys., effective August 5.

C. & N. W. in a special supplement to G. F. D. 11019-P gives rules and regulations governing the reconsignment of carload freight (not applicable on intrastate traffic in Nebraska), effective July 20.

Frisco quotes an export rate of 26c on wheat and 23c on corn from Janssen and Ellsworth, Kan.; to Mobile, Ala., Galveston, Texas City, Tex., New Orleans, and Port Chalmette, La., effective July 8.

C. & A. in Sup. 3 to 1609-C quotes rates on grain, grain products and seeds between Chicago, Peoria, Ill., and St. Louis, Mo., and stations in Mo., on the C. & A. Ry. also Hannibal, Mo., effective August 1.

C. B. & Q. in Sup. No. 6¾ to G. F. O. 1346-E postpones the effective date of rates on grain and grain products in Illinois state traffic until July 1 by order of the Public Utilities Commission of Illinois.

C. & A. in Sup. 14 to 2-C gives switching and other terminal charges also rules governing absorption of switching, drayage, and transfer charges applying at stations on the C. & A. Ry., effective August 1.

K. C. Sou. in Sup. 2 to 46F quotes rates on grain and grain products between points on Missouri River and K. C. Sou., Tex. & Ft. S. stations; and stations on connecting lines in Ark. and Okla., effective July 30.

C. B. & Q. in Sup. No. 11 to G. F. O. 1346-D quotes rates on grain and grain products between Chicago and Peoria, Ill., and stations on the C. B. & Q. Ry. and R. I. Sou. Ry. in Illinois, effective June 5.

C. & E. I. in Sup. 10 to 622-B suspends Sups. 6 and 8 on grain, grain products, corn cobs, broom corn, and seeds from stations on the C. & E. I. Ry. to points in Ala., Ark., Conn., Del., D. C., Ill., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Tenn., Vt., Va., W. Va., Wisc., and points in the Dominion of Can., effective at once.



At the Indianapolis Speedway Watching the Racing Autos.



The Ladies Enjoyed Ice Cream Cones as Well as Boyd.

Mo. Pac. in Sup. 20 to 2385-A quotes rates on grain and grain products between stations in Ill., Memphis, Tenn., Carondelet, St. Louis, Mo.; and stations on St. L. I. M. & Sou. in Ark. and Okla., effective July 23.

C. & N. W. in Sup. 14 to G. F. D. 11100-A quotes rates on grain, flaxseed and broom corn between stations in Ill., Wis., Ia., Minn., and stations in Neb., Wyo., and S. D. (west of the Missouri River), effective July 17.

C. B. & Q. in Sup. No. 7 to G. F. O. 9666-A postpones effective date of joint and proportional rates between Chicago and Peoria, Ill., and Hannibal and St. Louis, Mo., and stations on the C. R. I. & P. until July 30.

C. B. & Q. in Sup. No. 7 to G. F. O. 1346-E quotes rates on grain and grain products between Chicago, Peoria, Ill., Quincy and East St. Louis, Ill., and stations on the C. B. & Q. Ry. in Illinois, effective June 5.

C. B. & Q. in Sup. No. 33 to G. F. O. 4200-A postpones the effective date of a joint freight tariff on class and commodity freight between stations on the C. B. & Q. Ry. and stations on interurban railway until August 29.

C. & A. quotes a rate of 12½c on flaxseed, and 9c on wheat and corn between Hannibal, Mo.; and Chicago, Ill.; and a rate of 10½c on flaxseed and 7c on wheat and corn between Hannibal, Mo.; and Peoria, Ill., effective July 16.

K. C. Sou. in Sup. 2 to 1E quotes rates on grain, grain products and seeds between K. C. Sou. Tex., Poteau V., Ft. S. Ark., West Ark., Cent. and its stations; and Kansas City, Mo.-Kan., and points on Missouri River, effective July 23.

C. B. & Q. in Sup. No. 3 to G. F. O. 2964-C gives a joint rate on class and commodity freight between Chicago and Peoria, Ill., and Winona, St. Paul, and Minneapolis, Minn., and stations on the St. L. & H. Ry., effective July 15.

M. K. & T. quotes a rate of 25c on wheat and 39½c on flaxseed between Minneapolis, St. Paul and Winona, Minn.; and Shaw-homa, Fair Grounds, Marion, Oklahoma City, Noten, Wright's Place, Newala, Crossan, Panova and Shawnee, Okla., effective July 20.

Nor. Pac. quotes a rate of 10c on wheat, buckwheat, grain products, millet and flaxseed, flaxseed hulls, screenings, flax bran, shives and refuse and 7½c on corn, barley, elevator dust, refuse, malt, malt sprouts, grain screenings, mill refuse, oats, oat clips and hulls, spelt, kafir and rye, effective July 1.

C. B. & Q. in Sup. No. 46 to G. F. O. 3200-B and G. O. & K. C. 1240-A quotes rates on grain and grain products between Missouri River points and Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, and Winona, Minn., and La Crosse, Wis., effective May 25.

L. A. Lowry in Sup. 8 to 20-E gives terminal charges, rules, and regulations from or to points within the Chicago district on outbound and inbound traffic also rules governing intermediate service on freight traffic passing thru the Chicago district, effective July 26.

C. I. & L. in Sup. No. 9 to 933-E gives terminal tariff showing switching charges, absorptions, drayage and transfer arrangements applicable on state and interstate traffic at junction points on the C. I. & L. Ry., effective July 12 on interstate and June 21 on intrastate traffic.

C. B. & Q. in Sup. No. 47 to G. F. O. 3200-B and Q. O. & K. C. No. 1240-A postpones the effective date of rates on grain and grain products between Missouri River points and Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis and Winona, Minn., and La Crosse, Wis., until Sept. 5.

Can. Pac. quotes an ex-lake rate of 12c on corn, from Detroit, Mich.; to Kingston, Glenvale, Murvale, Harrowsmith Jctn., Godfrey and Parham, Ont.; and 13½c to Clyde Forks, Wilbur, Oso, Clarendon, Mississippi, Snow Road, Lavant, Ont., and other stations in Ontario, effective July 19.

C. R. I. & P. in Sup. No. 1 to 19690-F quotes rates on grain, grain products, seeds broom corn and corn husks from stations in Colo., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., Mo., effective Aug. 6.

C. B. & Q. in a supplement to G. F. O. 1921-D gives tariff naming switching charges between industries on the C. B. & Q. tracks at Chicago, Hawthorne and Clyde, Ill., and stations and junctions of connecting lines also from one location to another on the C. B. & Q. Ry. tracks, effective July 15.

C. G. W. quotes a rate of 14c on wheat and 12½c on corn between St. Paul and Minneapolis, Minn.; and Broadmoor and Colonial, Ia.; also a rate of 14½c on corn and 15½c on wheat and flaxseed between St. Paul and Minneapolis, Minn.; and Darby, Excelsior Springs and Spring Garden, Mo., effective July 10.

M. & O. in Sup. 2 to 3120 quotes the following rates on rye, oats, corn, alfalfa feed and meal bran feed and millstuff to Dekalb, Scotts Place, Rushton sta. (Sucarnoocheep, o.) and Townsend, Miss.; 16c from Mobile, Ala., 22c from Cairo, Ill., and 24c from East St. Louis, Ill., and St. Louis, Mo., effective July 26.

K. C. Sou. in Sup. 2 to 5B quotes rates on grain and grain products between its stations in Ark., Mo., Okla., and Texarkana, Ark.-Tex. and its connections; and St. Louis, Carondelet, Mo., Peoria, East St. Louis, Chicago, Ill., St. Paul and Minneapolis, Minn., and stations taking same rates, effective July 23.

C. B. & Q. in Sup. 29 to G. F. O. 1800-B and Q. O. & K. C. 895-H quotes rates on grain, grain products, broom corn and seeds between stations on the C. B. & Q. lines west of the Missouri River; also R. C. B. H. & W. Ry. and Chicago and Peoria, Ill., St. Louis, Mo., and St. Paul and Duluth, Minn., effective July 20.

A. T. & S. F. in Sup. No. 9 to 5655-T quotes joint and proportional freight rates on grain, grain products, and broom corn, from points in Kan., Colo. (east of Colo. common points) and Okla., also Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex., when for export to foreign countries only, effective July 15.

C. R. I. & P. in Sup. No. 27 to tariff No. 28,675-A quotes rates on grain, grain products, broom corn, and seeds between Missouri River common points also St. Louis, Mo., East St. Louis, Ill., and stations in Colo., Ill., Ia., Kan., Mo., Neb., and Okla., and stations in Colo., Kan., Mo., Neb., N. M., and Okla., effective July 31.

Can. Pac. quotes a rate of 13½c on grain and grain products from Detroit, Mich.; to Agincourt, Ont.; 17½c on grain and 18c on grain products to Montreal, Que., and Newport, Vt.; 22½c on grain and 23c on grain products to Quebec, Que.; 2½c on grain and grain products to Windsor, Ont., and 10c to Toronto, Ont., effective Aug. 1.

C. B. & Q. in a supplement issued in compliance with an order of the Public Utilities Commission of Illinois made on April 30 and with an order of the Interstate Commerce Commission made April 23 suspends the effective date of cancellations of certain proposed increases of rates till July 30 on both state and interstate traffic.

Can. Pac. quotes a rate of 7½c on wheat, 4c on oats, 6c on barley and 7c on corn from Detroit, Mich., Goderich and Pt. McNicoll, Ont.; to Boston, Mass., and stations taking same rate; also a rate of 8c on wheat, 7½c on corn, 6½c on barley and 4½c on oats Boston, N. Y., N. H. & H. delivery, Hartford, Conn., Providence, R. I., effective July 17.

C. I. & L. in a special supplement to 45-Q quotes rates on grain, grain products and by-products of grain and malt from Chicago, and Englewood, Ill., Hammond, Ind., Hegewisch, Pullman Jct., and South Deering, Ill. (originating locally or when from territory beyond) to principal points in Ind., Ky., N. Y., Ohio, Pa., and W. Va., effective July 10.

C. B. & Q. in Sup. No. 6 to G. F. O. 849-D supplements its joint freight tariff on grain and grain products from stations on the C. B. & Q. Ry. in Ill., Ia., and Mo., and stations on the C. A. & D. K. Ry., and the R. I. S. Ry. also from Victoria, Ill., to the Atlantic Seaboard and interior points and eastern Canadian points, effective June 20.

C. & E. I. in Sup. No. 12 to 622-B quotes rates on grain, grain products, corn cobs, broom corn, and seeds from stations on the C. & E. I. to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., Ohio, Pa., R. I., Tenn., Vt., Va., W. Va., Wisc., and points in the Dominion of Canada, effective July 17.

C. & E. I. in Sup. No. 11 to 622-B quotes rates on grain and grain products, corn cobs, broom corn, and seeds from stations on the C. & E. I. to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., Ohio, Pa., R. I., Tenn., Vt., Va., W. Va., Wisc., and points in the Dominion of Can., effective June 26.

C. B. & Q. in G. F. O. 10449-B postpones the effective date of rates on grain and grain products in Illinois state from stations on the C. B. & Q. and C. A. & De K. Rys. also Mississippi River points (Dubuque, Ia., to Louisiana, Mo., inclusive) to Brookport, Cairo, Metropolis, and Mounds, Ill., Evansville, Ind., Cincinnati, O., and Paducah and Louisville, Ky., until July 1.

C. & A. in Sup. No. 8 to Tariff No. 1602-B quotes rates on grain and grain products from Kansas City and St. Joseph, Mo., and Elwood, Kan. (when originating at other points or when milled at Kansas City and St. Joseph, Mo., or Elwood, Kan., from grain originating at other points) to stations on the C. & A. Ry. in Ill., Ind., Mich., Minn., Mo., Ohio, and Wis., effective August 1.

M. K. & T. quotes a rate of 13½c on wheat, 12½c on corn, corn meal and linseed meal, 19c on hemp seed, 14½c on millet seed and 15c on flaxseed between North Jefferson, Mo.; and Peoria, Ill.; 14½c on wheat, 14c on corn, corn meal and linseed meal, 21½c on hemp seed, 17½c on flaxseed and 17c on millet seed between North Jefferson, Mo.; and Chicago, Ill.; 13½c on wheat, 12½c on corn, corn meal and linseed meal, 19c on hemp seed, 15½c on flaxseed and 16½c on millet seed between Jefferson City and Easley, Mo.; and Peoria, Ill.; and 14½c on wheat, 14c on corn, corn meal and linseed meal, 21½c on hemp seed, 15c on flaxseed and 19c on millet seed, effective July 12.



Proposing under Embarrassing Circumstances.

C. B. & Q. in Sup. No. 7 to G. F. O. 1117-F supplements joint and proportional rail, and lake and rail, and lake and rail rates on class and commodity freight from stations on the C. B. & Q. Ry. on and east of the Mississippi River also from stations on the Peoria Railway Terminal Co. and the P. & P. U. Ry. to the Atlantic seaboard and interior points, Buffalo, N. Y., and Erie, Pa., effective May 27.

Santa Fe quotes an export rate of 24½c on corn and 27½c on wheat from Miltonvale, Sulphur Springs, Aurora, Huscher and Concordia, Kan.; to Galveston, Pt. Bolivar and Texas City, Tex.; and a proportional export rate of 18½c on wheat and 17½c on corn from St. Joseph, Kansas City, Mo., Atchison, Leavenworth, Argentine and Turner, Kan.; to Galveston, Port Bolivar and Texas City, Tex., effective July 15.

Mo. Pac. quotes a rate of 18c on corn, 20c on wheat, 19c on flaxseed and 22c on hemp seed from Galatia, Freeburg, Duquoin, Evansville, Chester, Coulterville, Carbondale and Belleville, Ill.; to Texarkana, Ark.-Tex.; 18c on wheat, 16c on corn, 17c on flaxseed and 20c on hemp seed from Paragould, Ark., Gordonville, Jackson, Dexter, Fredericktown and Charleston, Mo.; to Texarkana, Ark.-Tex., effective July 23.

C. R. I. & P. in Sup. No. 2 to 29329-A quotes rates on grain, grain products and seeds between Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Fort Leavenworth, Kan., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Missouri on the C. R. I. & P. and C. B. & Q. Rys. and stations in Ill., Ind., Ia., Minn., Mo., S. D., and Wisc., effective July 15.

M. K. & T. quotes an export rate of 22c on corn and 24½c on wheat from Clinton, Butler, Ralph, Stafford, Herring, McClure and Strong City, Burt Spur, Hammon Jctn., Tipton, Humphreys, Duke, Victory, McQueen, Carter, Hollis and Martha, Okla.; 22½c on corn and 25½c on wheat from Moorewood, Leedy, Trail, Vici, Love, Dunlap, Rosston, Gate, May, and other stations in Okla.; and 21½c on corn and 24c on wheat from Devol, Grandfield, Loveland, Hollister and Frederick, Okla., effective July 24.

C. B. & Q. in Sup. No. 3 to G. F. O. 1362-I quotes rates on grain, grain products, and seeds between St. Paul, Minneapolis, Duluth, Stillwater, and Winona, Minn., and La Crosse, Wis., and stations in Ill., Ind., Ky.; the west bank Mississippi River points (Dubuque, Ia., to St. Louis, Mo., inclusive) also Green Bay and Kewaunee, Wis., also points east of the Illinois-Indiana state line or south of the Ohio River, effective July 6.

Can. Pac. quotes a rate of 19c on grain and grain products in packages from Ft. William, Ont.; to Boston, Mass., when for reshipment to Maine coast points east of Portland and Newfoundland, St. Pierre, Miquelon and seaboard points in Nova Scotia and New Brunswick; and a rate of 20c to stations for local delivery taking same rates as Boston, Mass., New Brunswick, Ellsworth, Hartford, Conn., and Providence, R. I., effective July 11.

A REDUCTION of both railway rates and duties on wheat destined for the mills of Austria is now being agitated by the millers of that country. They want the duty which is now high reduced at least 50 per cent. The agriculturalists of both Austria and Hungary are bitterly opposed to the reductions.

RESIDENTS of Garretson, S. D., were greatly concerned at the actions of F. A. Nickel, buyer for the Thorpe Elevator Co., on July 6, when they saw him acting queerly in an open space near the elevator. At first they thought he was interested in the Indian bear dance and was endeavoring to invent some new step, then they thought of the tango, the maxixe and the hesitation waltz, for he was evidently doing all three at once. Their curiosity led them on toward the scene, all eagerness. They reached the scene of action. It was merely a rat fight. An innocent offender had taken refuge in Mr. Nickel's trouser leg.

Illinois Dealers at Decatur.

About 50 dealers attended a local meeting at Decatur on the evening of July 2.

Frank Evans was elected chairman.

Sec. S. W. Strong: Wheat is thrashing out better than expected. The highest yields were reported at Mt. Zion, 51 bus., and at Tuscola some wheat yielded 41 bus. North of Mattoon the corn crop is in fine condition and oats will make a fair average crop of good weight.

M. C. Camp, Bement: One of our farmers lost 80 acres of corn by the chinch bug route.

Sec. Strong: In Christian County the farmers stopped the chinch bugs by putting crude oil and bran around the fields.

Reports on the wheat crop were next in order. The yields and prices being paid follow:

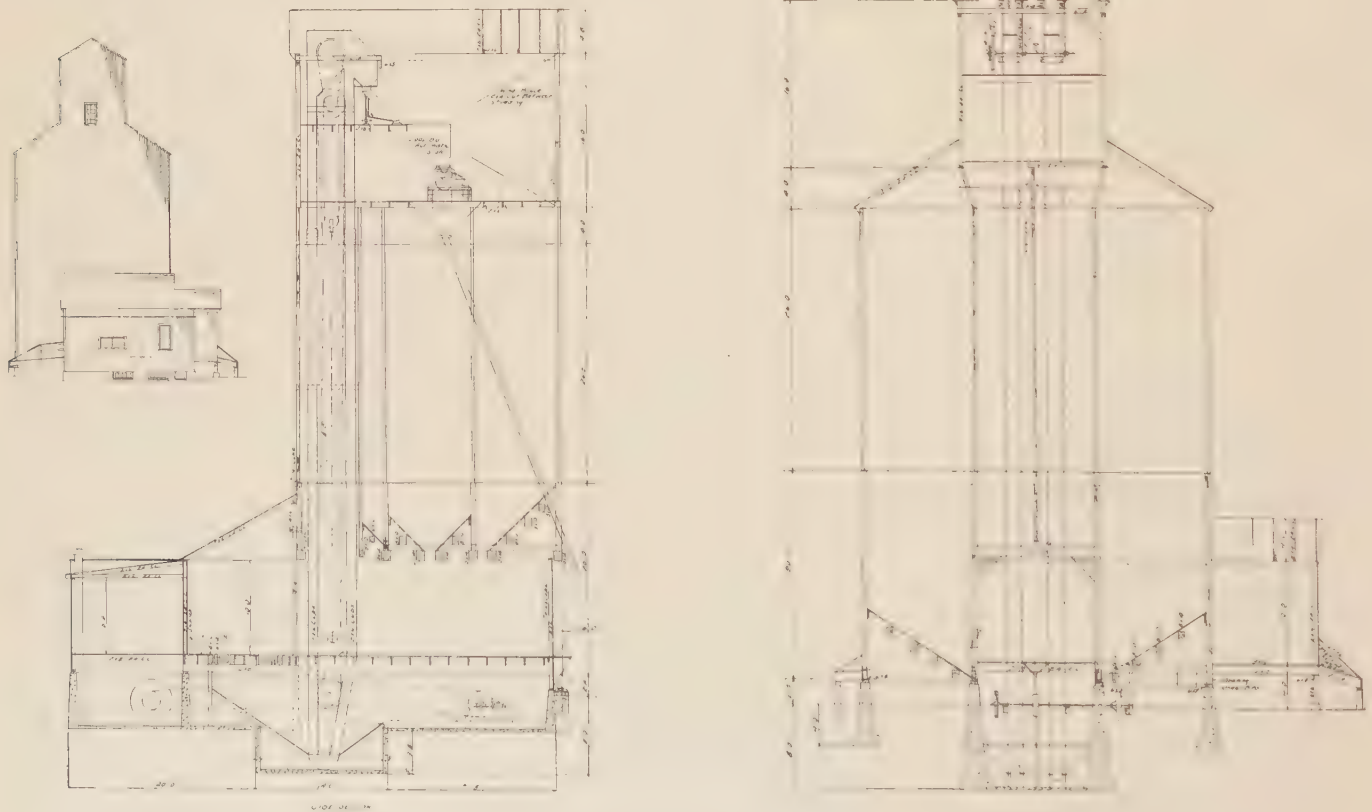
Victor Dewein, Warrensburg, 20	bus. 71c
J. Mallen, Decatur	.....20 " 70c
Roy Jones, Monticello	.....27 " 71c
M. C. Camp, Bement	.....30 " 70c
W. K. Andrews, Moweaqua	18 " 69c
H. Maus, Latham	.....20 " 71c
Frank Beall, Harristown	..25 " 71c
Frank Evans, Decatur	.....17½ " 70c

W. K. Andrews, Moweaqua: What has been the experience of dealers in regard to smut? We will have 3,000 bus. of smutty wheat.

Frank Evans: I have been discounted 3 cts. on smutty wheat. Smut is caused by fungus on the seed. If formaldehyde were used the smut wud be prevented.

S. W. Strong: If the smut balls are broken it is hard to get rid of the wheat and dealers must watch discounts.

F. S. Betz, Cerro Gordo: I had four cars of the same kind of wheat in Chicago, two of them graded "Hard" and



End Section and Side Section Plans of Farmers Elevator at Whittemore, Ia.
(See facing page.)

two of them graded No. 2 Red. I wud like to know whether dealers are buying bushels or acres. Are they in the grain business or the real estate business?

F. Evans: About two-thirds of the dealers are buying bushels.

A general discussion developed the fact that in some places new oats were being freely bot at 30 cts. Some dealers reported offers of new corn but no purchases. It was deemed wise to buy new corn on the basis of 15 cts. under the May option.

The working effect of the new corn grades was also discussed with favorable and unfavorable comment.

Victor Dewein, Pres. of the State Assn: These local meetings are a fine thing as they promote harmony. All of us shud be proud of the Illinois G. D. Assn. In getting into the harness as its President I ask your hearty support.

The claims dept. of our Ass'n is doing good work. In 18 mos. it has collected \$1900 for me.

The scale inspection dept. is also doing fine work and every dealer shud have his scale inspected.

We are arranging for a "Grain Dealers' School" to be held in Decatur, on the evening of Aug. 11.

Talks will be given on crop improve-

ment and Chief Inspector Gibbons of Chicago will talk on the new corn grades. Every dealer is invited to bring his banker and farmer friends.

Upon motion of Pres. Dewein a comite consisting of H. J. Baldwin, C. P. Cline and J. U. Allen was appointed to arrange for a place of meeting and to see that the meeting was properly advertised.

Sec. Strong announced that the same sort of meetings wud be held in Bloomington, Aug. 12; Peoria, Aug. 13, and in Dekalb on Aug. 14.

W. K. Andrews: Have we any assurance as to the discounts that are to cracked and dirty corn.

The meeting adjourned *sine die*.

Sec. Strong: At the Cairo meeting a comite was appointed to handle this matter. It is a big task. It is up to every dealer to buy sieves and moisture testers and be especially careful about cracked and dirty corn. The meeting adjourned *sine die*.

W. H. Suffern furnished ice cream for the dealers. C. P. Cline set up the cigars. Both men were especially invited to be present at the next meeting.

Among those present were: W. K. Andrews, Moweaqua; W. S. Armsworth, Cisco; F. A. and W. H. Barrett,

Owaneco; Frank Beall, Harristown; F. S. Betz, Cerro Gordo; M. C. Camp, Bement; J. J. Connerly, Millersville; E. W. Crow, Blue Mound; Victor Dewein, Warrensburg; O. N. East, Milmine; L. C. Honefenger, Owaneco; E. W. Jonsch, Boody; Roy Jones, Monticello; B. F. Jestes, Stonington; Henry Maus, Latham; Chas. Moore, Stonington; C. F. Osborn, Walker; L. S. Shulafer, Champaign, and J. F. Sprague, Bement.

SINCE I HAVE SUBSCRIBED for the Grain Dealers Journal I have found much information which otherwise I would have been unable to get.—N. H. Mongean, Marshall, Minn.

THE TURNER Hudnut Co., Easton, Ill., has hit upon a novel advertising scheme in an electric light placed at the top of its 110-foot elevator. The light illuminates the town of Easton and can be seen at other stations as well. It attracts considerable attention.—G. J. S.

CORN PUFFS is a new cereal food preparation just put on the market by the Quaker Oats Co. That corn could be made into a food so delicious, satisfying and substantial would seem impossible to old process millers. The secret lies in the process of manufacture. The pure white granulated corn is placed in a hermetically sealed cooker and steam cooked at a high temperature for two hours. Without removal it is dried by a vacuum process. Second, the corn is baked in an oven heat of 500 degrees for 45 minutes. Next the granules are "puffed" into a light fluffy berry, making the chocolate colored puffs found in the package.

30,000 Bu. Elevator at Whittemore, Iowa.

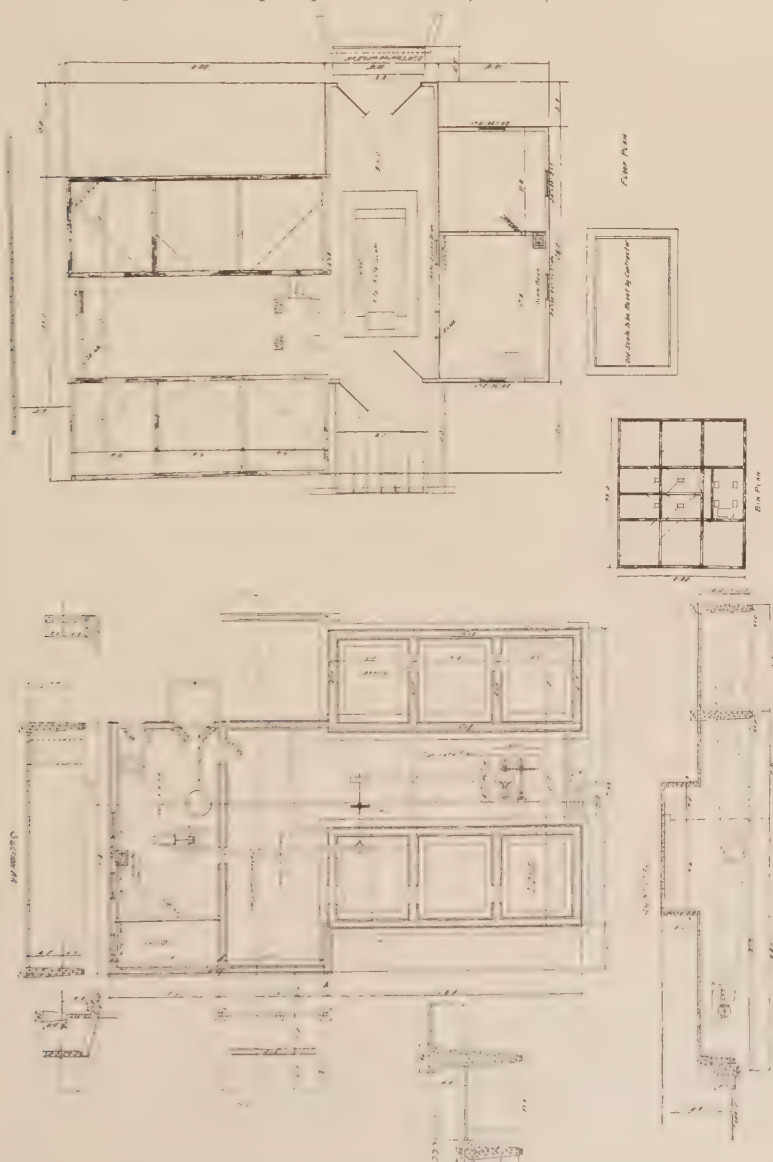
The Farmers Elevator Co., of Whittemore, Ia., is erecting the substantial cribbed house of 30,000 bus. capacity shown in the plans reproduced herewith. The building is 33x28 ft., and 73 ft. high. The length of the plant is increased 12 ft. by the width of driveway and 12 ft. by the width of office, making a total of 52 ft. The office is 28 ft. long partitioned into two rooms, and under the entire office is a basement with concrete floor, used as the engine room, containing besides the 15-h. p. Fairbanks Kerosene Engine a heating furnace and coal bin. Cooling water for the engine is taken from a 60-barrel cistern in the floor of the engine room.

Power from the engine is transmitted by belt under the driveway to countershaft in basement of the elevator. From countershaft power is transmitted by belt to a Weller Car Puller of 8 cars capacity, in the basement, and by 3 strands of rope to the counter shaft in cupola, where 2 No. 78 chains drive the 2 40x14 head pulleys of the 2 elevators having 12x6 cups.

Two 5-ton scales are provided, each 16x8 ft., for grain and coal, one being on the dump. The dump sink is hopped direct to the elevator boots, set low in the concrete basement, and the grain when elevated is directed by the turnhead to bins or into hopper of 2,250-bu. Richardson Automatic Scale in the cupola. The cupola is reached by a B. S. Constant Manlift.

The bins are 11x9 ft. 4 ins., the six outer bins extending down to foundation piers of concrete, the five inner and smaller bins extending down to ceiling of work floor. The outer bins are 46 ft. deep.

The house was designed and is being erected by the Younglove Construction Co.



Bin Floor and Foundation Plans of Farmers Elevator at Whittemore, Ia.
(See facing page.)

Grain Trade News

ARKANSAS.

Bentonville, Ark.—The Rogers Mlg. Co., of which H. L. Stroud is pres., has surrendered its charter.

Arkansas City, Ark.—The first new wheat to reach this market arrived June 20. It was soft wheat, testing 60 lbs. and was sold for 65c to Chas. Liston, buyer for the Arkansas City Mills.

CALIFORNIA.

Porterville, Cal.—The Valley Grain & Warehouse Co. has sold its grain warehouse to local parties.

San Francisco, Cal.—W. C. Barnard, of Barnard & Bunker, grain dealers, was drowned in Gold Lake while fishing.

CANADA.

Port Colborne, Ont.—The Niagara Grain & Feed Co. will erect a \$200,000 plant.

Chatham, Ont.—The elvtrs. of the Canada Flour Mills Co., Ltd., have been repaired.

Buchanan, Sask.—A grain elvtr. and 150-bbl. flour mill will be built here by a local company.

Rosebank, Man.—The Dominion Elvtr. Co. will replace the elvtr. which burned June 9 with a larger house.

Winnipeg, Man.—The Grain Exchange Building will have a \$300,000 addition which will greatly increase the office space.

Ft. William, Ont.—The Western Terminal Elvtr. Co., Ltd., will have the 1,000,000-bu. addition to its elvtr. completed about Sept. 1.

Port Nelson, Ont.—Work has been started on the government transfer elvtr. The building of the foundations is being handled by the board of railways and canals.

Montreal, Que.—M. J. Darragh has resigned his position as supt. of the Royal Mills Elvtr. and Warehouse. He was connected with the Ogilvie Flour Mills Co. for the past 28 years.

Winnipeg, Man.—H. Stemper has resigned his position with the J. Rosenbaum Grain Co., Chicago, and is reported to be about to enter the employ of the Grain Growers Grain Co., here.

Quebec, Que.—The new 1,000,000-bu. concrete elvtr. of the Quebec Harbour Com'n'ers, on Louise Dock, has been completed by the contractors, the Canadian Stewart Co., and is in operation.

Langham, Sask.—The elvtr. of the National Elvtr. Co., containing 400 bus. of wheat and the mill of Peter Wiebe, containing 1,300 bus., burned recently; loss on elvtr. \$5,000; on mill \$35,000 with insurance on mill of \$5,000.

Vancouver, B. C.—The site for the \$1,000,000 transfer elvtr. has been selected by the government. It will be built behind the government wharf on Burrard Inlet and will be erected so that additions can be made if necessary.

Harding, Man.—The elvtr. of the Northern Elvtr. Co., containing 4,000 bus. of grain, burned at noon, July 1. No one was in the elvtr. when the fire started, the men all having gone to lunch but it is that that a hot bearing may have been the cause.

Montreal, Que.—The com'lite of the Privy Council has recommended that the control of storage and other charges on grain at this market be taken away from the Harbour Com'n'ers. The new regulation will also affect the ports of Port Colborne, Quebec, Halifax and West St. John.

Toronto, Ont.—The Board of Trade has decided that it will move its offices to the 19th and 20th floors of the Royal Bank Bldg. The change will not be made for some time, however. It is also proposed to change the name to Chamber of Commerce.

Saskatoon, Sask.—The Thorson-Olson Grain Co. has been organized by J. Olson and N. J. Thorson, formerly mgr. for the Farmers Elvtr. Co. at Minot, N. D., and contract has been let for 10 elvtrs. between this city and Weyburn. Capital stock, \$100,000. Mr. Thorson will be gen. mgr., with Mr. Olson as pres. of the company.

Montreal, Que.—The Montreal Corn Exchange Ass'n's request for the reduction of the increased elvtr. charges at Elvtr. A of the Montreal Warehousing Co. has been granted. This makes the charge 5c instead of 6c per bu. for elevation, storage and delivery. The charge of \$2 per car for loading grain from elvtr. has been abolished.

Winnipeg, Man.—The Ogilvie Flour Mills Co. has bot the elvtrs. at Irvine, Bow Island, Stirling, Warner, Magrath, and Monarch, all in Alberta. The company will build an elvtr. at Wilson's siding, 10 miles south of Lethbridge, and 3 on the Sutherland branch of the C. P. R. The total capacity of the company outside of the mill elvtr. is \$25,000 bus. and it will have 27 elvtrs. when the new ones have been completed.

Winnipeg, Man.—In a recent letter to its members the Grain Growers Grain Co. announces that its lease on the government elvtrs., terminating Aug. 1, will not be renewed, as the government has raised the rent on the line of houses and the company does not feel that it can afford to meet the higher rental. The directorate is, however, prepared to consider the purchase and erection of a number of elvtrs. The company owns 6 elvtrs. At a meeting of the directors of the Manitoba Grain Growers Co., held here June 18 and 19, the following resolution was adopted: "That the board regret to learn of the likelihood of the Manitoba Elvtr. system passing into the hands of private corporations, thus removing it from public control and restoring the monopoly of the grain storing facilities in the province that obtained prior to the government acquiring their system of elvtrs. We would urge that farmers who have built farmers' elvtrs. for the purpose of holding their grain and who sold these elvtrs. to the government at comparatively low prices to better enable the government to establish the elvtr. system on favorable conditions, should have the opportunity of purchasing these elvtrs. at a price not exceeding that which the government paid for them."

COLORADO.

Loveland, Colo.—The Loveland Mlg. & Elvtr. Co. installed a car loader recently.

Eaton, Colo.—The Eaton Merc. Co. has purchased the business of G. H. Denio & Son.

Loveland, Colo.—The Loveland Mlg. & Elvtr. Co. has increased its capital stock from \$6,400 to \$50,000. A mill will be built in addition to its elvtr.

Center, Colo.—Monte Vista Mlg. & Elvtr. Co. has installed a complete Hall Special Elvtr. Leg.

IDAHO

Lewiston, Ida.—The Lewiston Mlg. Co. will build a 50,000-bu. elvtr.

American Falls, Ida.—The Standard Grain Co. has bought a Hall Signaling Grain Distributor.

Deary, Ida.—The Farmers Warehouse Co. has been incorporated and will build a grain warehouse in time for fall grain.

Twin Falls, Ida.—The Twin Falls Mill & Elvtr. Co. will close its plant for a few days and will install a new line of machinery so that it will be able to handle the new crop expeditiously.

Orofino, Ida.—The Orofino Grain Co. has overhauled its warehouse and enlarged its capacity. The building will be 60x160 ft. when completed and will have a capacity of 50,000 bus.—The Farmers Rochdale Co. has just completed a 25,000-bu. warehouse equipped with up-to-date machinery.

ILLINOIS.

Disco, Ill.—I sold out to E. A. Guth.—H. E. Stevens.

Topeka, Ill.—McFadden & Co. are making repairs on their elvtr.

Forest City, Ill.—The Forest City Grain Co. is overhauling its elvtr.

Alton, Ill.—The plant of the Stanard-Tilton Mlg. Co. is closed for repairs.

Euda, Ill.—The new elvtr. of the Farmers Elvtr. Co. is nearing completion.

Central, Ill.—The Central Grain & Lbr. Co. has installed a Challenge Dump.

Palestine, Ill.—The J. G. Welton Grain Co. has succeeded G. W. Bishop & Co.

Marseilles, Ill.—The elvtr. of the Bruce Grain Co. was recently damaged by fire.

Kewanee, Ill.—The Farmers Elvtr. Co. is making an effort to secure a site for an elvtr.

Vermillion, Ill.—We may do some repairing in our elvtr. here.—Rudy & Co., Paris.

Pekin, Ill.—The plant of the Corn Products Refining Co. has been closed for the summer.

Champaign, Ill.—Logan & Bryan have opened an office here. G. Eversole will be in charge.

Fairbury, Ill.—We have put in a 25-h. p. electric motor.—T. D. Karnes, mgr. Farmers Grain Co.

Bloomington, Ill.—Logan & Bryan have opened an office here. J. H. Hamilton will be in charge.

Litchfield, Ill.—Mayor David Davis has been appointed receiver for the Litchfield Mill & Elvtr. Co.

Havana, Ill.—The new office of the Turner Hudnut Co. has been completed and new scales installed.

Decatur, Ill.—Jesse Hight is the newly appointed traveling representative for the J. Rosenbaum Grain Co.

Meeks sta. (Georgetown p. o.), Ill.—Cromwell & Co. have succeeded W. P. Lewis.—C. B. Spang, Georgetown.

Flanagan, Ill.—Francis Sherry, of Sherry Bros. Elvtr. Co., was married June 25 to Miss Elizabeth Cavanaugh.

Hallsville, Ill.—The elvtr. of H. C. Suttle, known as the Hallsville Elvtr., is being thoroly overhauled and repaired.

Decatur, Ill.—The American Hominy Co.'s corn mill, built to replace the one which burned, is ready for business.

Owaneco, Ill.—Honefenger Bros. bot the elvtr. of Geo. Ritscher & Son, paying \$6,000. John Honefenger will be mgr.

Kirkwood, Ill.—I understand that Fletcher Smith has leased the Dole Elvtr. and has bot the Gamble grain business.—G. C. Fape.

Stanford, Ill.—The offices of the Stanford Grain Co. have been moved to the building formerly occupied by the Kearby-Holmes Grain Co.

Fairbury, Ill.—The S. C. Bartlett Co. of Peoria has succeeded F. L. Churchill & Co. at this station and at Lodemia (Fairbury p. o.).

Kinsman, Ill.—H. McManus Grain Co. incorporated; capital stock \$12,000; C. C. Davis, A. H. Barlow and E. H. Young incorporators.

Sheldon, Ill.—We are repairing and resetting our boiler and will put in a B. S. Constant Manlift.—J. D. Worsham, mgr. Sheldon Elvtr. Co.

Kane, Ill.—The recently incorporated Farmers Grain Co. will put in scales and start to buy grain in a week or two. An elvtr. will be erected.

East St. Louis, Ill.—The elvtr. of the Steinmash Mfg. Co. burned July 3. The fire spread to other buildings and the total loss will reach \$50,000.

Skeldon sta. (Beason p. o.), Ill.—The elvtr., grain bin and corn crib, which T. M. Harris is erecting, are on his farm.—Lincoln Grain Co., Lincoln.

Pekin, Ill.—The elvtr. of the Turner-Hudnut Co. was threatened with destruction by fire, June 29, the blaze being discovered in the dust room.

Hubly sta. (Sweet Water p. o.), Ill.—The 22,000-bu. elvtr. of J. A. McCreery & Sons has been completed by the Decatur Constr. Co., who had the contract.

Peoria, Ill.—Wm. P. Moore, brother of N. R. Moore of Rumsey, Moore & Co., members of the Board of Trade, died June 16 at Coeur d'Alene, Ida.

Peoria, Ill.—Geo. Hounness, chief engineer of the Burlington Elvtr., lost one of the fingers on his right hand July 25 when it was caught in the engine.

Gridley, Ill.—The elvtr. of the Farmers Elvtr. Co. will be closed for 30 days. The capital stock of the company has been increased from \$6,000 to \$7,500.

Biggs sta. (Poplar City p. o.), Ill.—We have installed a B. S. Constant Manlift. I have succeeded Clyde Eaton as agt.—L. A. Dismeier, agt. McFadden & Co.

Cabery, Ill.—The Cabery Farmers Grain Co. incorporated; capital stock, \$8,000; Peter Kresch, Chas. E. Gifford, Herman C. Corres and R. C. Brenesa, incorporators.

Decatur, Ill.—J. C. Hight, formerly associated with C. P. Cline & Co., here, is now with the J. Rosenbaum Grain Co., of Chicago, as traveling representative in Illinois.

Shirland, Ill.—Stewart Watson did not buy an elvtr. here as report states. We do all the grain business here, handling rye and oats principally.—C. M. Packard, mgr. Jewett Elvtr. Co.

Roberts, Ill.—Wm. Murray, of Cham-paign, Ill., who has been interested in the elvtr. of Hamman & Murray, has retired from the grain business here, and Hamman Bros. now operate the house.

Cazenovia, Ill.—Elmer Bachman, son of Peter Bachman of Bachman Bros., was killed June 24, when the automobile in which he was riding turned over at the bridge 2 miles south of Washburn.

Sheldon, Ill.—Logan & Bryan have opened an office here. O. G. Smith will be in charge of the cash grain business and J. A. Kibbons will have charge of the futures.

Westervelt, Ill.—G. G. Bartscht is the new owner of the elvtr. operated by the Ridge Grain & Elvtr. Co. The firm name will remain the same under the new management.

Clinton, Ill.—A. A. DeLong of Clinton and P. K. Wilson of Birkbeck have formed a partnership to operate the latter's elvtr. at Clinton. The firm is known as DeLong & Wilson.

El Paso, Ill.—We expect to remodel our elvtr. soon, putting in electric motors, sacking scales, oats crusher and corn cracking machinery. We may also install a second elvtr. leg.—F. S. Larison.

Sadorus, Ill.—Clifton Chambers and myself have bot the elvtr. of the Baldwin Elvtr. Co. and will operate it under the name of Chambers & Foote.—W. H. Foote, Mgr., formerly mgr. for Baldwin Elvtr. Co.

Jenkins sta. (Clinton p. o.), Ill.—The lumber for the new elvtr. of the Jenkins Grain Co. has not arrived yet and work has not been started on the house as has been reported. J. T. Stewart has the contract.—S.

Dana, Ill.—The elvtr. of the Farmers Elvtr. Co. burned July 6; total loss; insurance \$4,650. The fire started from an explosion of a gasoline stove in a meat market and spread to the elvtr. and other buildings.

Smithshire, Ill.—Shontz Grain Co., incorporated; capital stock, \$8,000; incorporators and officers, C. C. Davis, pres., O. E. Shontz, sec'y-treas., A. H. Barlow and E. H. Young. The company has succeeded the Davis Grain Co.

Gerald sta. (Royal p. o.), Ill.—A solid steel elvtr. will be built by Fred Collison on his farm on the C. & E. I. R. R. 3 miles south of this station. When completed the farmers will organize a company and purchase it.

Good Hope, Ill.—E. E. Sapp of Sciota, who recently bot the elvtr. of the Statler estate, has remodeled the house thruout, installing machinery, driveway, bins, etc. I will conduct the business.—E. L. Newman of Sapp & Newman.

Brimfield, Ill.—The Brimfield Elvtr. Co. has paid \$6,500 for the grain elvtr. and feed mill of R. B. Catton, which gives it control of the grain business at this station. Mr. Catton will not go into the grain business again at present.

Media, Ill.—W. W. Day & Co. and the Davis Grain Co. have been consolidated and incorporated under the name of the Media Grain Co. W. W. Day is pres.; Chas. C. Davis, vice-pres.; John Christian, sec'y, and myself, treas. We began operation July 1.—H. O. White.

Heman sta. (Warrensburg p. o.), Ill.—I have formed a partnership with C. H. Faith and we have merged our elvtr. interests. The business will have no connection with my Warrensburg house. We will operate as the Heman Elvtr. Co. and I will be mgr.—Victor Dewein, Warrensburg.

East St. Louis, Ill.—Fred L. Blatz, of Hillstadt, Edward F. Pfeffer of Lebanon and C. F. Sparks of Alton, have been appointed as the com'te of appeals for the East St. Louis division of the state grain inspection dept., by the Public Utilities Com'n's. This com'te is the last resort on appeals.

Henry, Ill.—Robt. Law, who was driving the automobile which ran over a 30 ft. bluff, June 17, and killed Mgr. A. G. Humphrey of the Turner-Hudnut Co., has been held to the grand jury for criminal negligence, it being alleged that he was in an intoxicated condition at the time of the accident. He has been released on bonds.

Clinton, Ill.—The elvtr. of W. T. Lane, burned at midnight, June 24; loss, \$3,500, practically covered by insurance. The house was empty at the time of the fire, which is believed to have been due to defective wiring. Mr. Lane has announced that as soon as the debris can be cleared away he will rebuild the house and that he will have the new elvtr. ready for this season's crops.

Urbana, Ill.—The following have recently been admitted to membership in the Illinois Grain Dealers Ass'n: D. D. Baber, Dudley, Ill.; Baker Elvtr. & Mill Co., St. Francisville, Ill.; Jordan & Scholl, Indianapolis, Ind.; F. W. Moberley, Shelbyville, Ill.; Rapier Grain & Seed Co., Owensboro, Ky.; J. F. Sprague, Bement, Ill.; Ridge Grain & Elvtr. Co., Westervelt, Ill.; and Arthur E. Trainer, Millersville, Ill.—S. W. Strong, sec'y.

CHICAGO NOTES.

CHICAGO CALLER: J. A. Henebry, Plainfield, Ill.

C. K. Templeton will travel for the Armour Grain Co.

D. C. Campbell has withdrawn from the firm of B. W. Frank & Co.

Thos. Dunne is now on the road for Logan & Bryan. He has been with the firm for 22 years.

Fred Bondreau, for 35 years a member of the Illinois State Grain Inspection Dept., died recently.

The Cragin Elvtr. Co., F. J. Delaney, mgr., has installed a feed grinding plant including 3 Monarch Mills.

Harry Stemper, of the J. Rosenbaum Grain Co., has resigned his position and will take a position with a grain company at Winnipeg.

Private elevators have been granted the same privilege as the public elevators, of having corn inspected out for 90 days under the old grading rules, after July 1.

John P. Gibbons, chief grain inspector, was the happy recipient of a gold watch and chain at a banquet, June 30, tendered by his associates in commemoration of the first anniversary of his appointment to office.

E. W. Wagner & Co. will represent Flanley Grain Co. of Omaha, Neb., and C. H. Thayer & Co. will represent Blanchard Niswonger Grain Co., of Omaha, Neb. They in turn will look after their interests at Omaha.

Grain warehouse receipts from all elvtrs. regular the past year have again been declared a good delivery on future delivery contracts for the ensuing year, by the directors of the Board of Trade. The regular elvtrs. have a capacity of 17,750,000 bus.

The body of Edward Hlavaty, a grain inspector, was found in the bridge pit of the 18th street bridge which is being repaired, June 26. It is thought that in walking over the bridge he slipped and fell into the pit, and a verdict of accidental death has been given by the police who investigated the matter.

An amendment to the rules of the Board of Trade has been posted for ballot providing for changes in the rule regarding Es/L, it being desired to give the buyers more security and make the recent amendment making grain in carlots deliverable the last 3 days of the delivery months more effective.

E. B. Boyd has resigned the position of manager of the Board of Trade Transportation Department and has been elected chairman of the Western Trunk Line Com'te. His resignation is a great loss to the Board on account of Mr. Boyd's wide acquaintance with the higher railroad officials; but the detail work of the Department is being continued efficiently by his chief clerk, Mr. Benson.

Major C. Holroyd and Benj. H. Ettleson have applied for membership in the Board of Trade. O. A. Bruso has applied for reinstatement to membership and the certificates of Henry Stemper, W. C. Treagle, Abel H. Bliss, Chas. R. Leamey and Harry W. Kress have been posted for transfer. R. M. Wolvin and W. G. Dilts Jr. have been admitted to membership. Memberships are quoted at \$2,200 net to buyer.

INDIANA.

Stockwell, Ind.—The Lauramie Grain Co. has installed a Hall Distributor.

Dayton, Ind.—The Dayton Grain Co. has put in a Fairbanks Automatic Scale.

Medford sta. (Muncie p. o.), Ind.—I am out of the grain business.—Mark T. Smith.

Hamlet, Ind.—I have just finished roofing, repairing and painting my elvtr.—C. Cunningham.

Walton, Ind.—Mr. Holliday is agt. of the newly acquired elvtr. of the Urmston-Harting Grain Co.

Treaty, Ind.—Bannister Bros. have succeeded B. L. Hunt.

Upland, Ind.—I have built new coal sheds and have put in a 1,500-bu. automatic scale.—W. W. Pearson.

Muncie, Ind.—Ezekiel T. Ice, for many years in the grain and lumber business, died June 27 at the age of 82.

Fowler, Ind.—We expect to paint our elvtr. and will make general repairs.—W. W. Evans, trustee W. Hawkins.

Albany, Ind.—We have succeeded Price Engle at this station. Work is progressing rapidly on our new elvtr.—Beach & Simmers.

Evansville, Ind.—Igleheart Bros. are building 5, 17,000-bu. concrete grain bins, in connection with their mill, to be finished by July 15.

Newcastle, Ind.—The Newcastle Elvtr. Co. has increased its handling capacity to 1,500 bus. per hour and has put in new spouting.

Indianapolis, Ind.—Jordan & Scholl are putting in a car puller and doing general repair work on their elvtr. J. A. Horn is doing the work.

La Fayette, Ind.—The Crabb, Reynolds, Taylor Co. is building an addition to its elvtr. for handling ear corn. A new office will also be built.

Yoder sta. (Sheldon p. o.), Ind.—The Farmers Equity Exchange is building a new elvtr. The equipment includes two Fairbanks Wagon Scales.

Earl Park, Ind.—We expect to buy an automatic scale and will put in a new elvtr. leg and a gravity loading spout.—S. W. Gaunt, mgr. Flinn & Gaunt.

Knox, Ind.—We traded our elvtr. and mill to Mr. Follick for a farm on Feb. 15. The elvtr. and mill burned May 26.—Wm. Guyatt & Son, per Mrs. Guyatt, Winamac.

Washington, Ind.—Walker & Norris have dissolved partnership, Thos. R. Walker having sold his interest to James Norris who will form a partnership with Chas. Kidwell.

Kentland, Ind.—Harmen & Benedict have traded their elvtr. at this station to W. F. Starz & Co. of Barce, for the elvtr. of the latter company at Chase. Frank B. Starz, formerly mgr. of the elvtr. at Chase, will be mgr. here.

Frankford, Ind.—About 20 grain dealers met at Wm. Frank's office on the evening of July 9 and held a general discussion of grain conditions. They reported that at every station there is some smutty wheat, a great deal of the wheat is full of broken straw, chaff, cheat and cracked grain. It was also shown that it costs at least 1c a bu. to clean the wheat bot.—G. J. S.

Alert sta. (Letts p. o.), Ind.—We have bot a grain house here and are rebuilding it into a 20,000-bu. elvtr. It will be kept open the year round with Sam Kelly as mgr. J. A. Horn is in charge of the improvements. We are now operating houses at 8 stations besides the big plant at Seymour, with a total storage capacity of 400,000 bus.—Blish Mfg. Co., Seymour.

Beech Grove, Ind.—The H. E. Kinney Grain Co., of Indianapolis, will build a 100,000-bu. elvtr. to cost \$35,000. The plant will be equipped with a drier and will be used exclusively for the handling of grain in transit. The building will be of steel construction and provision will be made for the addition of concrete tanks at any time. It will have a handling capacity of 50 cars per day.

Shirley, Ind.—We have completed our new elvtr. and are now receiving grain. When the house was completed we had a grand opening, which was attended by over 1,000 people, who inspected the elvtr. and enjoyed the entertainment we had provided. There was a big band, souvenirs for everyone and lemonade for the whole crowd. The plans were made by the Reliance Constr. Co. and the machinery was furnished by the Union Iron Works.—H. C. Clark, mgr. Shirley Grain Co.

Brookville, Ind.—The report that the Nickle Plate Roller Mill burned June 5, was incorrect, as the plant burned was known as the Daisy Roller Mills. The Nickle Plate plant is still standing and is owned by us.—H. W. Grimme & Son.

IOWA.

George, Ia.—The Farmers Elvtr. Co. has installed a Challenge Dump.

Tama, Ia.—O. P. Beale & Co. are installing a 25-h.p. electric motor.

Granger, Ia.—Wm. Gleason has bot the elvtr. of the Granger Elvtr. Co.

Kellogg, Ia.—A. B. Craven is the new pres. of the Farmers Elvtr. Co.

Mt. Union, Ia.—Roy Owens became mgr. of the Farmers Elvtr. Co., July 1.

Weldon, Ia.—The O. A. Talbott Grain Co. is building an elvtr. at this point.

Rock Valley, Ia.—The Farmers Elvtr. Co. has completed the repairs on its elvtr.

Farnhamville, Ia.—Mr. H. F. Dorchman has installed a Reversible Challenge Dump.

Dougherty, Ia.—The Independent Grain & Lbr. Co. is improving its elvtr. property.

Bedford, Ia.—D. W. Wright has succeeded F. B. Webb as mgr. of the Bedford Grain Co.

Gillett Grove, Ia.—John Dubois is now working at the elvtr. of the DeWolf & Wells Co.

Allison, Ia.—No material changes will be made in the elvtrs. here at present.—Hill & Potter.

Logan, Ia.—The foundation for the new elvtr. of the Farmers Merc. Co. has been completed.

Waukon, Ia.—F. H. Nagel has completed his mill and elvtr. and will operate it by electricity.

Nemaha, Ia.—L. L. Shriver is now pres. and Bert Stenhouse sec'y of the Farmers Elvtr. Co.

Essex, Ia.—The plant of the Essex Roller Mills, owned by A. M. Stearns & Sons, is being improved.

Prairieburg, Ia.—The Prairieburg Lbr. Co. will build an elvtr. to replace the one burned Apr. 29.

Frankfort, Ind.—M. D. Armantrout succeeded J. W. Holderman as manager of Clinton Grain Co.

Tenville sta. (Villisca p. o.), Ia.—It is reported that the C., B. & Q. will build an elvtr. at this point.

Swaledale, Ia.—F. E. Hales has let the contract for an 18,000-bu. elvtr. to the Younglove Constr. Co.

Le Mars, Ia.—Thos. Gallagher will be mgr. for the Le Mars Grain Co. The elvtr. will be opened Aug. 1.

Murray, Ia.—J. E. Bosserman is having new approaches built and other improvements made at his elvtr.

Granville, Ia.—The Farmers Elvtr. Co. has let contract for a 40,000-bu. elvtr. to the Younglove Constr. Co.

Farragut, Ia.—H. G. Loonan has repaired his elvtr. and put it in first-class shape, installing an electric motor.

Whiting, Ia.—E. M. Cassady & Co. are remodeling their dump and installing a Reversible Challenge Dump.

Des Moines, Ia.—I am talking about an elvtr. here but have made no definite decision as yet.—M. McFarlin.

Webster City, Ia.—Mgr. J. M. Fosdick of the Western Elvtr. Co. is building a new home for himself and family.

Loveland, Ia.—D. H. Bailey has let contract to the Claus Constr. Co. for an elvtr. to replace the one burned June 8.

Akron, Ia.—The loss on the burned elvtr. of T. L. Burnight has been adjusted and settled at \$4,091. The house will be rebuilt.

Corwith, Ia.—Peter Hatterscheid will build another elvtr. at this station and will have it completed for the new crop. It will cost \$6,000.

Stockton, Ia.—H. Springmeir is now pres. of the Farmers Elvtr. Co.

Des Moines, Ia.—The Taylor-Patton Co. has bot a Hess Out Door Grain Conditioner and will use it to protect receipts of new wheat and oats.

Davenport, Ia.—We are increasing our storage capacity to 125,000 bus., in fact doubling the handling capacity of the plant.—Interior Grain Co.

Zion City (Spaulding p. o.), Ia.—Sumner White, of Orient, has let contract to the Younglove Constr. Co. for a 10,000-bu. elvtr. at this station.

Holstein, Ia.—The Farmers Elvtr. Co. will build a 50,000-bu. elvtr. of reinforced concrete and will probably wreck the two houses it now operates.

Fenton, Ia.—The office of the Farmers Elvtr. Co. was entered by burglars recently, but no loss was reported. The safe was empty at the time.

Sanborn, Ia.—The Hunting Elvtr. Co. will let contract in a few days for a new 30,000-bu. elvtr. to replace the house wrecked by a cyclone July 6.

Highview sta. (Webster City p. o.), Ia.—Ford Price was elected sec'y of the Highview Grain Elvtr. Co. at the recent annual meeting of the company.

Perry, Ia.—C. H. Raney, former mgr. for the Neola Elvtr. Co. at Melchor, has been transferred to this station, succeeding G. V. Orris, who recently resigned.

LuVerne, Ia.—J. D. Weiner is installing a manlift, rope drive, new belts, cups, legs and a new dump. The Newell Constr. Co. has the contract.—W. W. Sylvester.

Ida Grove, Ia.—C. C. Crawford is remodeling the old elvtr. into a pop-corn elvtr. The house was built 20 years ago by G. W. King, who then operated a mill here.

Le Roy, Ia.—The 12,000-bu. elvtr. of O. M. Jordan has been completed. The Younglove Constr. Co. has the contract. O. A. Talbott & Co. are also building here.

Callender, Ia.—I have resigned as mgr. for the Pfund Lbr. Co. of Hubbard, and will be mgr. for Wright & McWhinney at this station, after Aug. 1.—B. P. Greenfield.

Ventura, Ia.—The elvtr. of the recently incorporated Farmers Co-operative Society has been completed and Walter J. Leonard is mgr. The house and machinery cost \$6,400.

Rockwell City, Ia.—The new officers of the Rockwell City Elvtr. Co. are: J. F. Fouts, pres.; J. H. Lawrence, vice-pres.; A. W. Eshbaugh, sec'y, and J. F. Hutchison, treas.

Judd, Ia.—I have bot the elvtr. of the Western Elvtr. Co. and moved here from Moccasin, Mont. I formerly owned a grain elvtr. at Cora sta. (Fonda p. o.).—L. E. Baughman.

Walnut, Ia.—I have resigned as agt. for Spangler & Bunton and have been succeeded by Fred Bigelow. I will go to Ong, Neb., as mgr. for the Farmers Union elvtr.—W. M. Woodhead.

Emmetsburg, Ia.—The new 45,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed and is in operation, altho Mgr. Berriman has not arrived. Sec'y S. D. Bickford is in charge.

Dawson, Ia.—The Farmers Grain Co. incorporated; capital stock, \$10,000; officers and incorporators, James Peters, pres.; A. M. Dodge, vice-pres.; J. T. Summerson, sec'y, and L. M. Bickal, treas.

Yale, Ia.—The following officers were recently elected at the annual meeting of the Farmers Elvtr. Co.: J. F. Bankert, pres.; D. C. Bartlett, vice-pres.; Wm. Cordis, sec'y and J. W. Erb, treas.

Langdon, Ia.—The Farmers Elvtr. & Sply. Co. elected the following officers: F. D. Chamberlain, pres.; Henry Tweet, vice-pres.; P. N. Thomson, sec'y, and P. R. Milton, treas.—M. F. Cahill, mgr.

Madrid, Ia.—L. E. Johnson, of Johnson & Lundahl, who recently underwent a serious operation at a Des Moines hospital, has returned to his home here and expects to be at his desk at an early date.

Wall Lake, Ia.—We are now buying popcorn for the Albert Dickenson Co. of Chicago, since their former buyer, Chas. H. Finley, was killed in an automobile accident on June 25.—Wm. Claussen, per L. C. S.

Inwood, Ia.—I have bot the Huntting Eltv. Co.'s elvtr. and will open it on my own account about Aug. 1. I have resigned as mgr. of the Farmers Elvtr. Co. and Carl Hanson succeeded me after July 1, —A. D. Erickson.

Emery sta. (Clear Lake p. o.), Ia.—Farmers in this vicinity are organizing an elvtr. company to buy the elvtr. of the Mason City & Clear Lake Electric Road at this station. F. J. Cookman is temporary chairman of the organization.

Keota, Ia.—Owing to the fact that the railroad company has changed its tracks, J. W. Harding & Son will have to install a longer loading spout. The railroad company decided to change the tracks, alleging they ran too close to the elvtr.

Leland, Ia.—The recently organized Farmers Elvtr. Co. will build an elvtr. in time for this year's crops. Permanent officers of the company are J. C. Charlson, pres.; L. Buland, vice-pres.; H. N. Hanson, sec'y, and E. G. McGreevey, treas.

Sioux City, Ia.—We have bot the elvtr. known as the Sioux City Terminal Elvtr. The house has a capacity of 300,000 bus. and will be used as a handling house for grain for our products as well as for the public. We now have a total capacity of 500,000 bus.—Mystic Mlg. Co.

Kamrar, Ia.—Work on the new 40,000-bu. elvtr. of the Farmers Elvtr. Co. will be started in a few days by the Younglove Constr. Co., which has the contract. The house will be equipped with a 24-h.p. Fairbanks Gasoline Engine, No. 32 Western Cleaner, 600-bu. Fairbanks Hopper Scale and manlift.

Whitemore, Ia.—The 35,000-bu. galvanized iron covered elvtr. of the Farmers Elvtr. Co. has just been completed by the Younglove Constr. Co., which had the contract. The house is equipped with a Fairbanks Oil Engine, 1,500-bu. Richardson Automatic Scale, Fairbanks Wagon Scale and manlift.

Rockwell City, Ia.—We are raising the cupola of our elvtr. 8 ft. to accommodate a 2,000-bu. automatic scale, manlift, steel bin spouts and various other improvements. We are installing new sinks and an 8x16-in. leg. We will also move our motor to the head of the elvtr. and cut out 200 ft. of transmission.—C. W. Kellogg, mgr. Rockwell City Elvtr. Co.

Brooklyn, Ia.—The report that the farmers and business men of this vicinity are organizing a farmers elvtr. company is true only in part. The farmers are attempting an organization, but the business men are taking absolutely no part in it. It is a farmers movement pure and simple. An attempt was made to have the Commercial Club indorse the movement, which it absolutely refused to do.—Brooklyn Lumber & Grain Co.

Archer, Ia.—Work on the new elvtr. of the Archer Co-operative Grain Co. has been rather slow on account of the terrific storms in this territory the past two or three weeks. The Younglove Constr. Co., which is doing the work, has been unfortunate in having its tower for pouring concrete destroyed by wind twice. The tower is 90 ft. high and was blown over the first time when a cyclone passed thru that territory, June 6, doing much damage at Hospers and Sanborn. The tower was immediately rebuilt and again destroyed on June 23. It has been replaced. The elvtr. will be equipped with a 20-h.p. Fairbanks Engine, manlift and will be one of the most up-to-the-minute reinforced concrete elvtrs. in the state.

KANSAS.

Bison, Kan.—Geo. Gislick is building a grain elvtr.

Pratt, Kan.—P. Parker is building a 10,000-bu. elvtr.

Oskaloosa, Kan.—L. H. Kimmel is building an elvtr. here.

Collyer, Kan.—C. B. Kessler is now mgr. for Jones & Borah.

Perth, Kan.—I have moved to Hopeton, Okla.—P. C. Burge.

Sherwin, Kan.—James A. Sherwin is erecting a grain elvtr.

Monrovia, Kan.—I have bot E. E. Bowen's elvtr.—J. H. Best.

Galva, Kan.—J. Van Fleet is now mgr. for the Farmers Elvtr. Co.

Bunkerhill, Kan.—R. Cassill is now mgr. for the Farmers Elvtr. Co.

Dunham, Kan.—H. C. Rice is now mgr. of C. E. Robinson Grain Co.

Wilmore, Kan.—Frank Wright is now mgr. for the Millers Grain Co.

Victoria, Kan.—The Wheatland Elvtr. Co. installed a car loader recently.

La Cygne, Kan.—The elvtr. of the Blake Lbr. & Grain Co. is being repaired.

Drywood, Kan.—John Hetzer is agt. for the Mead Grain Co. at this station.

Arkansas City, Kan.—The Arkansas City Mlg. Co. is making repairs at its plant.

Newton, Kan.—The Newton Mlg. & Elvtr. Co. is making improvements in its plant.

Carlton, Kan.—W. T. Hacker has completed his 25,000-bu. elvtr. at this station.

Purcell, Kan.—The new elvtr. of J. H. Pauley has been completed and is in operation.

Emporia, Kan.—The Emporia Mill & Elvtr. Co., incorporated; capital stock \$30,000.

Norwich, Kan.—The local mill will be remodeled into an elvtr. if current reports are true.

Weir, Kan.—We are building storage bins and a warehouse here.—Kelso Grain Co., Cherokee.

Sterling, Kan.—The plant of the International Mills & Elvtr. Co. is being greatly improved.

West Mineral, Kan.—We are building an elvtr. at this station.—Kelso Grain Co., Cherokee.

Wakeney, Kan.—The Hardman Lumber Co. has purchased a Hall Signaling Grain Distributor.

Junction City, Kan.—The Tyler Mlg. Co. has closed its plant for 20 days to install new machinery.

Montezuma, Kan.—The Hugoton Elvtr. & Warehouse Co.'s elvtr. here is complete and in operation.

Waldo, Kan.—I am now mgr. for the Farmers Union Co-operative Business Ass'n.—H. P. Tripp.

Columbus, Kan.—The report that we are building an elvtr. here is a mistake.—Kelso Grain Co., Cherokee.

Ray, Kan.—P. Miller & Son will discontinue business and I will take charge of the elvtr.—A. H. Miller.

Englevale, Kan.—Karns Coal & Mch. Co. is the agt. in charge of the warehouse of the Mead Grain Co. here.

Hutchinson, Kan.—Special tracks to facilitate the state inspection of grain are being urged by the Board of Trade.

Hiepler, Kan.—The Thompson Mercantile Co. has made extensive repairs lately.—Chas. M. Orr, agt. Mead Grain Co.

Mitchell, Kan.—W. C. Blount bot the elvtr. of R. J. Johnston. He will install new scales and make other repairs.

Natrona sta. (p. o. name Olympia), Kan.—Robert Beck is now elvtr. mgr. for the Kansas Flour Mills Co. at this station.

Tonganoxie, Kan.—The Kemper Mill & Elvtr. Co. is installing two 150-h. p. steam boilers and making other improvements.

Abilene, Kan.—The Kansas Flour Mills Co. operated an elvtr. here on the Santa

Fe'ky. but it has been torn down.—S. A.

Soldier, Kan.—The Farmers Union has bot the elvtr. of T. B. West & Son, known as the Soldier Elvtr. J. Cox will be mgr.

Lucas, Kan.—We have five elvtrs. here, all of which are being overhauled to handle the large crop.—Farmers Co-operative Ass'n.

Bloomington, Kan.—I bot the elvtr. which is formerly owned from E. W. Koesling, possession to be given July 1.—M. C. Koesling.

Ludell, Kan.—The Gooch Mlg. & Elvtr. Co. is repairing its elvtr. and installing a new gas engine furnished by the American Supply Co.

Mineral, Kan.—Work on the new elvtr. of Stauffer & Cammack is progressing nicely and it will be put into operation at an early date.

Aune, Kan.—The Aune Mlg. Co. is out of business at this point and J. L. Wilkins owns the elvtr. of the company, the mill being closed.

Dorrance, Kan.—The Standard Grain & Mlg. Co. has been succeeded by the Ellsworth Mill & Elvtr. Co. here.—Robert Mog, formerly agt.

Lawrence, Kan.—The Bowersock Mill & Power Co. will double its present elvtr. capacity, the addition to be of concrete construction.

Norton, Kan.—W. S. Campbell is now mgr. for the Rock Island Elvtr. Co. He was formerly mgr. for the Updike Grain Co. at Arapahoe, Neb.

Enterprise, Kan.—We are increasing the capacity of our plant from 1,200 bbls. to 1,500 bbls. and have installed new machinery.—Hoffman Mills.

Arkansas City, Kan.—The New Era Mlg. Co. has just completed repairs on its 100,000-bu. elvtr. and will build a 17x90 ft. office at a cost of \$6,000.

Simpson, Kan.—R. E. Read has succeeded R. E. Weaver as mgr. of the Farmers Elvtr. Co., Mr. Weaver having accepted the management of Robertson & Co.

Coldwater, Kan.—We bot the first car or new wheat June 24. It tested 60½ lbs., was dry and the quality good.—Ira L. Powell, mgr. Morrison Grain Co.

Clyde, Kan.—The 100,000-bu. concrete elvtr. addition to the plant of the Clyde Mill & Elvtr. Co. has been completed and is now in operation.—Chas. Mather.

Rexford, Kan.—Fred Mosher, who recently remodeled his elvtr., is installing a new engine and a Fairbanks Automatic Scale.—Henry Westerman, Kensington.

Haggard (Ensign p. o.), Kan.—The report that the Farmers Elvtr. Co. has bot our elvtr. is incorrect. We are still doing business here.—J. L. Carter, mgr. Aitken Grain Co.

Solomon Rapids, Kan.—We have leased the two elvtrs. of Johnson & Thierolf and Thos. E. Walsh will be mgr.—Farmers Union Elvtr. Co., of Mitchell County, Beloit.

Springdale sta. (Easton p. o.), Kan.—The report that the Farmers Grain & Supply Co. had been organized and taken over the elvtr. here is incorrect, as there is no elvtr. here.

Atchison, Kan.—The officers of the recently reorganized Cain Mlg. Co. are: A. S. Cain, pres. and mill mgr.; U. B. Sharpless, vice-pres.; and John R. Schmitt, sec'y-treas.

Netawaka, Kan.—I have sold my elvtr. to C. D. Luck, who is now in possession, and I am on the road for the Denton-Kuhn Grain Co. of Kansas City, Mo.—F. H. Callen.

Beloit, Kan.—We have recently overhauled our elvtr. at this station and are in good shape to handle our bumper crop.—Farmers Union Elvtr. Co. of Mitchell County.

Kensington, Kan.—I am building a 15,000-bu. elvtr. between Oronoke and Norcatur on a new siding. The R. M. Van Ness Constr. Co. will install the machinery.—Henry Westerman.

South Haven, Kan.—I have charge of the Aetna Mill & Elevtr. Co.'s elvtr. at this point. We have recently built an office.—W. M. Halfhill, formerly agt. Arkansas City Mlg. Co., Heiema, Okla.

Strickler (no p. o.), Kan.—This is a new town on the extension of the Anthony & Northern R. R. and is located about 4 miles northwest of Iuka. The Kansas Mlg. Co. and C. M. Clark of Iuka are building elvtrs. here.

Bushton, Kan.—W. A. Fuhrman, head miller, and myself, have been taken into the Bushton Roller Mills as partners. Hereafter the concern will be known as the Bushton Mill & Elevtr. Co.—Robt. A. Stenwien, mgr.

St. John, Kan.—Steel storage tanks of 200,000 bus. capacity are being rapidly constructed for the St. John Mill here, which is owned by the Kansas Mlg. Co. Other improvements, including a 250-h.p. engine, are also being made.

Isabel, Kan.—We have repaired the elvtr. here and installed a 6-h.p. kerosene engine, new belt and cups, and a new and larger loading out spout. We can now handle 1,100 bus. per hour.—C. G. Shupe, agt. Bolin & Hall Grain Co.

Topeka, Kan.—The resignation of Sec'y R. D. Coburn of the state board of Agriculture, went into effect June 30 and he is taking a well deserved rest after 20 years in office. B. C. Mohler, who has been asst't for many years, succeeded him.

Haviland, Kan.—In overhauling our elvtr. recently we installed a new boot, head chain drive, manlift and a Richardson 1,500-bu. Automatic Scale. We are in line shape for the new crop.—R. W. Smith, mgr. Haviland Merc. Exchange.

White Cloud, Kan.—I have leased the elvtr. of the Farmers Elevtr. Co. at this station for 5 years and will install a 1,500-bu. per hour Richardson Automatic Scale and a 17-h.p. gas or oil engine. Fred Busenbarrick will be mgr.—G. G. Wiechen, Robinson.

Moray, Kan.—The Farmers Elevtr. Co. is composed of 7 farmers, Thos. J. Dwyer, L. Steanson, C. R. Turkleson, O. T. Nelson, A. A. Hoverson, Roy Jenkins and myself. The elvtr. that we recently bot of the John H. Lynds Mill & Elevtr. Co. is the one built by that company last summer.—Oscar Nelson, mgr.

Pretty Prairie, Kan.—We have repaired and painted our office and elvtr. and also put a well in the engine room.—J. W. Wheeler, who has been agt. for the Eagle Mill Co. here, is now our agt. at Burdette.—D. E. Krelebiel has bot the interest of S. G. Demoret in Collingwood & Demoret, and the company will now be operated as Collingwood & Krelebiel.—E. B. Schmitt, agt. Rock Mlg. & Elevtr. Co.

Hutchinson, Kan.—A big receiving scale and hopper, containing wheat, in the recently remodeled plant of the Monarch Mills, fell without warning July 2, both scale and hopper being completely demolished in its fall to the ground floor. The scale and hopper were on the 5th floor of the building and all the machinery under them on the lower floors was crushed and broken into bits. The scale and hopper had just been installed, and as the milling company had not yet accepted them, the loss will probably fall on the contractor. The west wall of the building was forced out of line and all the heavy timbers will have to be replaced, and a space about 15 ft. square from the top to the bottom of the plant is gutted. The machinery had been tested and no explanation of the accident can be given, the scale simply tore away from its supports and crashed thru the building. A temporary scale will be installed and it is that that the opening of the remodeled plant will only be delayed 10 days. A receiving separator and several new pieces of machinery that were to be installed were crushed by the falling scale and hopper, and it will be a month before they can all be replaced and installed.

Hutchinson, Kan.—The following officers were elected at the annual election of the Board of Trade: J. R. Baker, pres.; L. B. Young, vice-pres.; H. M. Taicott, sec'y, and Eugene Hipple, treas.

WICHITA LETTER.

Harry L. Stover, formerly with the Anderson Grain Co., has succeeded P. J. Mullin as wheat buyer for the Kansas Flour Mills Co.

The Kansas Flour Mills Co. has had 3 crews out for 2 months repairing elvtrs. The company is building 2 elvtrs. on the Anthony & Northern R. R.—Hoffman Mills, Enterprise.

N. M. Vilim, formerly with the Baden-Vilim Mlg. Co., has bot the plant of the Howard Mills Co., which has been in financial difficulties for some time. Mr. Vilim will take charge Aug. 1 and will operate under the old name.

The local branch of the Ft. Worth Elvtrs. Co. bot the first carload of 1914 hard winter wheat which arrived at this market, June 15, consigned to the Wichita Flour Mills Co. from the Pond Creek Elevtr. Co. at Pond Creek, Okla. The wheat graded No. 2, tested 61½ lbs. and brot 79c a bu. It was described as yellow dark.

KENTUCKY.

Corydon, Ky.—The Corydon Mlg. Co. has increased its capital stock from \$15,000 to \$20,000.

Beech Grove, Ky.—The elvtr. and mill of J. H. Hardwick burned July 3; total loss; insurance \$6,250.

Keene, Ky.—I have bot the warehouses and business of Wharton Bros. at this station.—Burgess Woods.

Fulton, Ky.—James Welsh and Jess Parish have entered the grain business here and will operate as Parish & Welch.

Louisville, Ky.—C. S. Scales, an employe, broke his neck when he fell 35 ft. into an empty grain bin at the plant of the Louisville Cereal Co.

Henderson, Ky.—The plant of A. Waller & Co. was discovered on fire about 3 p. m., June 23, and before the blaze was conquered one of the warehouses was totally destroyed and another badly damaged, the loss amounting to \$5,000, covered by insurance. The fire was caused by sparks from a passing engine. Several freight cars were destroyed.

LOUISIANA.

NEW ORLEANS LETTER.

Henry Leverich will represent the Hall-Baker Grain Co. of Kansas City, Mo., at this market.

The first car of new wheat to reach this market arrived June 29. The first car last year came in July 3.

R. J. Barr has resigned as mgr. of the grain dept. of Steinhardt & Co. He has held this position for the past 3 years.

R. J. Barr has engaged in the grain business on his own account, with offices in the United Cotton Bldg. He was formerly with Steinhardt & Co.

Harry W. Benedict, general mgr. of the Benedict Com'n Co., has recovered from an attack of appendicitis, the operation being very successful.

A. F. Leonhardt, a member of the Board of Trade, who was postmaster for a number of years, resigned the position recently. Mr. Leonhardt was formerly pres. of the exchange and is well known to the grain trade.

The baseball team of the grain dept. of the Board of Trade won a 6 to 9 victory, June 27, over a team composed of the employes of the Langenberg Hay & Grain Co. The game was hotly contested and aroused much enthusiasm. The teams will play a number of times during the summer.

MICHIGAN.

Ionia, Mich.—The Ionia Bean Co. is out of business.

Springport, Mich.—E. C. Comstock & Co. have installed a Hall Distributor.

Elmdale, Mich.—Elmdale Elevtr. Co. incorporated; capital stock, \$10,000.

Mt. Morris, Mich.—The elvtr. of Lewis Horton & Co. has been closed for the season.

Lake Odessa, Mich.—The elvtr. of the Farmers Elevtr. Co. has been closed.—T. J. Justice.

Peck, Mich.—It is reported that J. E. King, of Mendota, Ill., will build an elvtr. at this point.

North Star, Mich.—We are making extensive repairs on our elvtr.—North Star Elevtr. Co.

Ashley, Mich.—A farmers elvtr. company is being organized at Ashley.—Gleaner-Farmers Elevtr. Co., Ithaca.

New Hudson, Mich.—J. D. McLaren & Co., of Plymouth, have purchased the site of Lou Beach's elvtr. which burned Mar. 5, and will build an elvtr.

Caro, Mich.—The Farmers Co-operative Elevtr. Co. has been organized with the following officers: James H. Millikin, pres.; R. W. Black, sec'y, and Wm. F. Dowling, treas.

Owosso, Mich.—The Goemann Grain Co. has opened an office here. All Michigan grain will be bot thru this office. Fred Welch, pres. of the Michigan Bean Jobbers Ass'n, will be in charge.

Detroit, Mich.—The elvtr. of Lichtenberg & Son was threatened with destruction by fire recently when an adjoining hay barn of the company burned to the ground. Strenuous work however saved the house and limited the loss to \$2,500.

Deford, Mich.—The roof was blown off the elvtr. of the Cass City Grain Co. and one side of the building was torn out by a tornado that struck the town about 6 p. m., June 22. The blinding rain which followed the windstorm did much damage to the contents of the elvtr.

MARYLAND.

Alesia, Md.—I have been out of the grain business for a long time and Chas. H. Spicer is the grain dealer here now.—Jacob H. Block, Manchester.—Mr. Spicer will repair the house.

BALTIMORE LETTER.

James S. Russell has applied for membership in the Chamber of Commerce.

The first shipment of new rye to reach this market arrived June 29, and sold for 79c.

Clarence A. Euler, of C. A. Euler & Co., is mourning the death of his mother, who died June 13.

The B. & O. and the Penna. Ry. Co. made the following rule, effective June 14, on grain unloaded at the local elvtrs.: In order to be entitled to the thru rate from points of origin to new destination, grain must be forwarded from Baltimore, Md., within 30 days after arrival.

J. Collin Vincent is now in charge of our foreign grain dept.—H. C. Jones & Co.—Mr. Vincent is well known to the grain trade at large for his many activities in the interests of the grain dealers. He is a member of the Crop Improvement Com'te of the Council of Grain Exchanges and has been one of the leaders in the fight against federal inspection of grain.

MINNESOTA.

Triumph, Minn.—A farmers' elvtr. company is being organized.

Lake Benton, Minn.—L. W. Carr is now mgr. for the Farmers Elevtr. Co.

Battle Lake, Minn.—The Farmers Elevtr. Co. has painted and repaired its elvtr.

Gray Eagle, Minn.—The Erwin Elevtr. Co. has moved its office across the tracks from the elvtr.

Pennoch, Minn.—Al Floren took my place as mgr. for the Farmers Elvtr. Co., July 1.—C. Norgren.

Worthington, Minn.—The Farmers Elvtr. Co. will build additional grain storage and also a warehouse for feeds.

Callaway, Minn.—The elvtr. of McFarland & Brown was struck by lightning June 26 but the damage was slight.

Westport, Minn.—I am now located at Petersburg, N. D.—J. W. Brenner, formerly agt. of Gt. Western Grain Co.

North Branch, Minn.—J. A. Rystrom, mgr. of the North Branch Mlg. Co., has been nominated for state senator.

Lawndale, Minn.—Andrew Malinger will succeed me as mgr. for the Farmers Grain & Merc. Co., Aug. 1.—P. E. Rude.

Bluffton, Minn.—I have succeeded the Bluffton Grain Co. and that concern is now out of business.—R. M. Stuntebeck.

Hutchinson, Minn.—I have bot the elvtr. of C. Steinkopf at this station. Mr. Steinkopf will go to Leipzig, N. D.—J. W. Nielsen.

Welcome, Minn.—Work on wrecking the old elvtr. of the Farmers Elvtr. Co. has been started. The new house will be built soon.

Hadley, Minn.—The Farmers Elvtr. Co. has bot our elvtr. at this station.—C. E. Zeiner, agt. Hubbard & Palmer Co., Lake Wilson.

Long Prairie, Minn.—The addition to the elvtr. of the Farmers Elvtr. Co. will have a capacity of 2,000 bus. Work has been started.

Stillwater, Minn.—The Stillwater Equity Market & Feed Mill is considering the advisability of handling farm products, including grain.

Sleepy, Eye, Minn.—Wm. McPhee has resigned as elvtr. mgr. of the United Mlg. Co. and will go to Florence, S. D., where he will manage an elvtr.

Wirock, Minn.—Work has been started on the 25,000-bu. elvtr. of the Farmers Elvtr. Co. by the Younglove Constr. Co., which has the contract.

Argyle, Minn.—I am painting and overhauling my elvtr. and will install a cleaner. I expect to add a separator some time later in the year.—F. J. Shreck.

Lake Wilson, Minn.—We have not bot the elvtr. of the Hubbard & Palmer Co. here, but have recently bot the lumber yard of M. E. Lang.—Farmers Elvtr. Co.

Elysian, Minn.—We closed down from June 7 to June 22 to install new machinery and replace stack which blew down June 8.—W. J. Willis, Elysian Mlg. Co.

Clements, Minn.—F. Bloodow, formerly mgr. of the Farmers Elvtr. Co. at Belview, has bot the elvtr. of the United Flour Mills here and will take possession Aug. 1.

Truman, Minn.—L. A. Smith was elected pres. and S. A. Bursell sec'y of the Farmers Elvtr. Co. at a recent meeting. The company voted to build a large warehouse.

Rushmore, Minn.—Rushmore Grain Co. incorporated; capital stock, \$25,000; incorporators A. G. Thom, pres.; F. L. Humiston, vice-pres. and S. E. St. John, sec'y-treas.

Easton, Minn.—Officers of the recently incorporated Farmers Elvtr. Co. are: Wm. Seppel, pres.; J. Linder, Jr., vice-pres.; Chas. J. Rath, sec'y and L. R. Johnson, treas.

New Munich, Minn.—New Munich Farmers Grain Co. incorporated to deal in grain, farm implements, etc.; capital stock \$20,000; J. Joppe, H. Thielen and B. Humbert incorporators.

Iona, Minn.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Ass'n: M. T. Culbert, pres.; Wm. Krumm, vice-pres.; F. J. Arkell, sec'y Wm. Moran is still mgr.

Blue Earth, Minn.—I am now mgr. for the Farmers Elvtr. Co. We are building a new elvtr. warehouse and coal sheds.—A. C. Stotla, former mgr. Hubbard & Palmer Co., Winnebago.

Rothsay, Minn.—C. C. Morey of Leeds, N. D., succeeded H. H. Thiede as mgr. of the Rothsay Elvtr. Co., July 1. Mr. Thiede had been mgr. only since Apr. 1, when he succeeded Al Wood.

Kenneth, Minn.—The Farmers Elvtr. Co. has installed an automatic scale. The new officers are: J. F. Britt, pres.; I. Isaacson, vice-pres.; B. Halvorson, sec'y; K. S. Hoime, treas., and W. V. Willey, mgr.

Bombay sta. (Kenyon p. o.), Minn.—The following officers were elected at the recent annual meeting of the Farmers Merc. & Elvtr. Co.: M. O. Sloan, pres.; H. C. Voxland, sec'y, and John Quam, treas.

Hawley, Minn.—The Farmers Elvtr. Co. has let contract for an addition to its elvtr. which will cost about \$5,000. The improvement will consist principally of new bins, but will also include an elvtr. leg.—T. B. C. Evans.

Winnebago, Minn.—I have bot the Hubbard & Palmer Co.'s coal and grain business here and will continue it.—W. L. Waldren.—A. C. Stottle, formerly mgr. of the elvtr. is now mgr. of the Farmers Elvtr. Co. of Blue Earth.

St. Peter, Minn.—D. C. Harrington, of Pipestone, has purchased the Plymouth Elvtr. here of Shuster & Hiltbride and took possession July 1. I am out of the grain business.—E. J. Matteson, formerly mgr. for Shuster & Hiltbride.

Norwood, Minn.—The elvtr. of the Reliance Elvtr. Co. containing 7,000 bus. of grain, and the mixing house of the company which contained a large amount of screenings, burned at 9:30 p. m., June 26, and are a total loss. The fire was discovered in the cupola of the mixing house and quickly spread to the adjoining elvtr. Mgr. Ed. Bauermeister is unable to account for the blaze. At 4 a. m. the next morning, the still smoldering ruins were struck by lightning during a severe thunder storm and again burst into flames, but no damage resulted.

DULUTH LETTER.

E. H. Pugh has purchased an interest in the North Dakota Grain Co.

Rudolph C. Schiller, floorman for A. D. Thomson & Co., has returned from his honeymoon with a badly burned hand as a reminder of his initiation into housekeeping.

A. D. Thomson, Jr., son of A. D. Thomson, pres. of A. D. Thomson & Co., is desperately ill at Raton, N. M. Mr. Thomson hired two special trains, one for himself and the other for a noted specialist from Chicago, to make a race with death to the young man's bedside.

H. C. McNaughton, for the past 10 years with the Capitol Elvtr. Co., and for a number of years supt. of the company's elvtrs. in Duluth, died suddenly June 30. Mr. McNaughton had just gone into the elvtr. to begin work for the day when he suffered a severe attack of heart failure and died in a few minutes. He was 52 years old.

Clifton H. Sowle, who recently brot suit against Woodward & Co. for \$700 salary due him under contract, was awarded judgment for \$400, June 30. Mr. Sowle was employed by the grain company as a solicitor for a year. On Nov. 19, 1913, he was discharged by them for alleged incompetency, having been less than 6 months in their employ. As the company refused to pay him the salary still due him under the contract, he brot suit.

We are spending \$40,000 in improvements on our Superior Terminal Elvtrs. Nos. 1, 2 and 3. A part of the money is being spent to safeguard the company against fire. All of the electric wiring has been placed in steel conduits and a complete system of fire alarms established in connection with the shafts that will designate fires caused by hot boxes. In addition to this the company is replacing the dock to the south of the elvtrs. with concrete and putting in five tanks of 800 bus. capacity each under the elvtrs. It is also putting in a number of new conveyor belts.—A. F. Staples, Supt., Globe Elvtr. Co.

E. S. Ferguson has been admitted to membership in the Board of Trade and the membership of F. C. Reibe has been posted for transfer.—Chas. F. Macdonald, sec'y.

MINNEAPOLIS LETTER.

Henry D. Gee, of Randall, Gee & Mitchell, will take a year's vacation, it being his first holiday in 14 years.

The Armour Grain Co. of Chicago has bot a clearing house membership in the Chamber of Commerce.

The F. H. Peavey Elvtr. Co. has absolutely denied the report that the company would lease the government elvtrs. of Manitoba.

Chas. Lockerby is cash grain salesman for Benson, Newhouse & Stabeck, having formerly filled the same position with Randall, Gee & Mitchell.

Fred Richter of the H. Poehler Co. led the field, at the annual shoot of the Minnesota State Sportsmen's Ass'n tournament, with 98 points out of a possible 100.

C. M. Case and H. E. Pence were the successful bidders for the two memberships of the defunct Hennessey & Murphy Co. Sec'y John G. McHugh, after an exciting discussion, let them go at \$3,450.

Leonard Brisley has succeeded Chas. Lockerby as cash grain salesman for Randall, Gee & Mitchell. He was formerly with Carter, Sammis & Co.

The Sheffield Elvtr. Co. will build 6 reinforced concrete grain tanks with a capacity of 300,000 bus, making the total capacity of the company 1,000,000 bus. The tanks will cost \$27,500.

Albert Harrington, a prominent member of the grain trade, died July 4, at the age of 64. Mr. Harrington came to Minneapolis when a child and in 1873 entered the grain field as a representative of the G. W. Van Dusen Co., traveling southern Minnesota. He retired from business several years ago, but was still interested in the trade.

The following memberships in the Chamber of Commerce have been transferred: From W. L. Brisley to Wm. Hudson, F. E. Dunn to S. H. Frizzell, Jean R. Hartzell to Rufus J. Godfrey, A. Owen to J. R. Hartzell, J. P. Hennessey to H. E. Pence and J. P. Hennessey to C. M. Case. The following requests for transfer of memberships have been posted: From E. J. Grimes to F. W. Drum, C. M. Case to A. F. Campbell, R. A. Dinsmore to O. H. Gibbs, E. L. Welch to E. D. Gill.

Reports to the effect that the Cargill Elvtr. Co. would move its headquarters from this city to Milwaukee, Wis., are unfounded. The office moved to Milwaukee is the Green Bay, Wis., office, which the company has maintained for a number of years. John H. MacMillan of the company says: We maintain and have long maintained an office in Green Bay, Wis. For greater convenience in handling our business we have decided to remove the Green Bay office to Milwaukee. To that extent the Milwaukee rumor is true and that is all there is to it.

The Chamber of Commerce has issued traveling representatives licenses to Mike Kercher, A. A. Von Hagen and S. J. Eplen, representing the Occident Elvtr. Co.; James De Veau, Jr., and Guy Blanchard, representing the Gould Grain Co.; Frank J. Schlosser, representing Gilfillan-Remond Co.; H. J. Himes, representing E. L. Welch & Co. The following applications for traveling representatives' licenses have been made: A. Rothschild, to represent the Merchants' Elvtr. Co.; J. J. Schmidt, to represent the McKindley Grain Co.; W. H. O'Bryon, to represent C. C. Wyman & Co.; William Waldron, to represent E. S. Woodworth & Co.; W. E. Tibbles, to represent Stair, Christensen & Timmerman; M. G. Jacobson, to represent the same company; H. M. Webster, to represent the Cargill Com'n Co., and Frank Beers, to represent W. P. Devereaux & Co. ..

The following resolution has been adopted by the public licensed terminal elvtr. operators whose elvtrs. are "regular" under the rules of the Chamber of Commerce: "We, the undersigned elvtrs. (regular), under the rules of the Chamber of Commerce, agree that, beginning Sept. 1, 1914, upon all contracts for future delivery, where warehouse receipts are delivered to the buyer, the elvtr. or warehouseman making the delivery shall, on cancellation of receipts, if requested, furnish expense bills of equal tonnage and of the same kind of grain or seed as that delivered. These expense bills shall be representative of the grain delivered and shall bear date as recent as the date of the unloading of the grain delivered. The delivery of such expense bills by the elvtr. or warehouseman shall not imply any guaranty that these expense bills will insure the grain being forwarded on a proportional rate, or any special rate, and the elvtr. or warehouseman shall not be held to have guaranteed that these expense bills shall be of any value whatever to the buyer or party taking delivery of the grain or seed. This agreement to be in effect as long as present traffic conditions and rules prevail and said expense bills shall be necessary to the parties taking delivery of warehouse receipts." The action was voluntary on the part of the operators.

MISSOURI.

Winador, Mo.—The Farmers Elvtr. Co.'s elvtr. is nearly finished.

Dederich, Mo.—W. Tough is our agt. here.—Mead Grain Co., Ft. Scott, Kan.

Rinehart, Mo.—C. M. Dittmore is agt. for the Mead Grain Co. at this station.

Richards, Mo.—We have succeeded Richards Hay & Grain Co.—J. A. Young & Co.

Quitman, Mo.—Work on the Bilby & Bailey elvtr. has been stopped on account of lack of help.

Grant City, Mo.—Our new elvtr. is almost completed and will be ready to receive the new crop.—J. C. Lutes Grain Co.

Joplin, Mo.—The J. W. Boyd Grain & Com's'n Co. has ordered a 30-ft. Hess Outdoor Grain Conditioner and is now installing same.

Clearmont, Mo.—G. W. Carter, of Hepburn, Ia., has completed his elvtr. I am mgr. and have bot and shipped 1 car of old wheat.—H. E. Combs.

Harwood, Mo.—At present there are no elvtrs. here but I am putting one in which I think will successfully handle wheat and other small grain.—F. M. Mayberry.

Weston, Mo.—I am now mgr. for the R. & B. Elvtr. Co. here, having resigned my position with the Wilsey Grain Co. at Arcadia, Neb. We have an up-to-date elvtr. of 15,000 bus. capacity, equipped with wagon scale, Avery Automatic Scale and Fairbanks-Morse 12-h.p. Engine.—Roy R. Clark.

Monroe City, Mo.—The elvtr. of the Monroe City Coal & Grain Co., containing 500 bus. of wheat, burned June 29; loss, \$4,500; insurance, \$3,000. The fire is believed to have started in the engine room. It had gained such headway when discovered that nothing could be done to save the building.

Nevada, Mo.—On June 20 grain dealers from about 20 towns in southwest Missouri met here for the purpose of organizing a grain dealers ass'n. This meeting resulted in the organization of the Southwest Missouri Grain Dealers Ass'n. Our next meeting will be held July 11, at Nevada, and we expect to have as many dealers from southwest Missouri present as possible. The officers of this association are: J. D. Mann, of Montrose, pres.; W. D. Schmitt, of Appleton City, vice-pres.; J. D. Mead, of Ft. Scott, ass't sec'y.—A. G. Sullivan, sec'y-treas.

KANSAS CITY LETTER.

Lev Fowler has been reinstated to membership in the Board of Trade.

W. G. Hoover has succeeded C. E. Watkins as mgr. of the cash grain dept. of A. C. Davis & Co.

W. J. Lowe, who formerly operated a grain elvtr. at Gladstone, Neb., is now with the Aylsworth, Neal, Tomlin Grain Co.

Work is progressing rapidly on the 1,000,000-bu. tank addition to the Kansas-Missouri Elvtr., which is operated by the Hall-Baker Grain Co.

The first car of new wheat to reach this market arrived June 30 from Bushyhead, Okla., grading No. 3 mixed. Quality and condition were good.

Thomson & McKinnon, of Chicago, have opened a branch office in this city with W. P. Dilts in charge. Mr. Dilts has been connected with H. H. Steele & Co. for a number of years.

H. B. Ragan has been admitted to membership in the Board of Trade on transfer from F. A. Talpey. He has opened a general grain com's'n office in this city and will operate as the Ragan Grain Co.

C. M. Woodward of the Western Elvtr. Co. and C. C. Andrews have formed a partnership and will operate the Dixie Elvtr. Mr. Andrews was formerly a member of the Stephenson-Andrews Grain Co.

The Murray Elvtr. of the C. B. & Q. Ry. Co., operated by the Aylsworth-Neal-Tomlin Grain Co., will have a completed addition of 500,000 bus. in a few days. The total capacity of the house will then be 1,500,000 bus.

Two workmen were instantly killed and another was probably fatally injured June 26, when a scaffolding on which they were working on the new addition to the Missouri-Pacific Elvtr. gave way and dropped them 80 ft.

Miss Dorothy Moffatt is the second daughter of C. O. Moffatt of the Moffatt Com's'n Co. who has left her home for a new one in foreign lands. She was married July 8 to Walter Crosby, whose home is in Korea. Her sister, who was recently married, lives in Tokio, Japan.

Work has been started on the 1,000,000-bu. tank addition to the Terminal Elvtrs. at Armourdale, and the plant will have a total capacity of 2,700,000 bus. by Sept. 1. The addition is of reinforced concrete and up-to-date in every way. The J. Rosenbaum Grain Co. operates the Terminal Elvtrs.

Work on the new plant of the Southwestern Mig. Co. is being delayed on account of labor troubles. The various unions seem to be unable to decide which one of them shall do the work of installing certain parts of the machinery and several men have been badly hurt in the fist fights that have occurred.

The addition to the Milwaukee Elvtr., operated by the Simonds-Shields Grain Co., has been completed, but the C. M. & St. P. Ry. Co., owner of the property, reports that further additions amounting to 600,000 bus. will be built. The new storage will be in tank form and will give the elvtr. a total capacity of 2,950,000 bus.

The question of delayed reinspection of grain was thoroughly discussed June 25, by com'ites from the Board of Trade and the Kansas Grain Dealers Ass'n. Country shippers asked that the time be fixed at 24 hours, but an agreement for 5 days' time was finally reached and the matter referred to the directors of the exchange for consideration.

Kansas City grain circles are greatly interested in the recommendations made by State Warehouse Com's'ner James T. Bradshaw in his recent annual report. The main suggestions being discussed are the collection of inspection fees by railroads and the repeal of the law providing that only elvtrs. of 50,000 bus. or more can be declared public elvtrs. In support of his first suggestion, Mr. Bradshaw holds that under the present system cars often are moved before the state inspectors discover the identity of the owner or consignee of the grain. Many fees have been lost in this way. Railroads, it is planned, will be required to include the fee in their charges, and will later turn this over to the inspection dept.

Geo. L. Kyser is now on the road for the Mensendieck Grain Co. He has represented the Moss Grain Co. for many years.

Mason Gregg will go to Galveston to superintend the loading of export grain for a Kansas City company. Mr. Gregg is one of the oldest members of the Board of Trade and is well known to grain shippers.

E. A. Twidale, pres. of the Koehler-Twidale Grain Co. of Hastings, Neb., is now mgr. of the A. D. Wright Grain Co. He still retains his interests in the Hastings firm.

ST. LOUIS LETTER.

C. Corwith Wagner is now with M. S. Bright & Co., having resigned as floor representative of Payne & Becker.

The following amendment to the rules of the Merchants Exchange on grain to arrive was adopted by a vote of the members July 2: On and after July 10, 1914, all wheat, rye, corn or oats purchased by a member of this exchange to arrive, subject to St. Louis or East St. Louis inspection, shall, in addition to all other charges prescribed by the rules of this exchange, carry for the purpose of covering all financing and handling expenses, a charge of $\frac{1}{2}$ c per bu. on wheat, rye, corn and oats. These charges shall not apply on grain purchased from a member of this exchange in business in St. Louis, who finances and attends to the arrival, delivery and accounting of said grain. After the close of the regular market, any member, upon proper record being made, may purchase or offer to purchase wheat, corn, oats or rye for shipment to this market at any price such member may see fit to bid, provided such bid shall allow for the aforesaid charges.—Eugene Smith, sec'y.

MONTANA.

Denton, Mont.—A. C. Anderson will build an elvtr. here.

Great Falls, Mont.—Two mills will be built here this summer.—J. L. Monda.

Columbus, Mont.—The Columbus Elvtr. Co. is building a 24x40 ft. addition to its house.

Harrison, Mont.—The Montana Central Elvtr. Co. is building a 25,000-bu. elvtr. on the No. Pac. Ry.

Benchland, Mont. The Benchland Farmers Elvtr. Co. has purchased a Hall Signaling Grain Distributor.

Roy, Mont.—Work has commenced on the 25,000-bu. cribbed elvtr. for J. E. Cox & Co.—J. D. McLean.

Helena, Mont.—Sanford-Evans Co. incorporated to deal in grain, lumber and hardware; capital stock \$10,000.

Hardin, Mont.—The Denio Elvtr. Co. is putting in a new dump scale.—J. R. Sullivan, agt. Occident Elvtr. Co.

East Whately sta. (Glasgow p. o.), Mont.—The farmers are organizing an elvtr. company. Ben Durrell is interested.

Windham, Mont.—The Farmers Elvtr. Co. has let contract to Napper & Persson for a 30,000-bu. elvtr. Henry Wilson is mgr.

Crane, Mont.—I am now located at this point.—Alvin H. Young, formerly gen. mgr. and treas. Savage Elvtr. Co., Savage.

Glendive, Mont.—H. B. Zellar has succeeded O. T. Griffith as mgr. for the Farmers Elvtr. Co., Mr. Griffith now being with McCabe Bros.

Ft. Benton, Mont.—The Cascade Mill & Elvtr. Co., of Cascade, has let contract to the Younglove Constr. Co. for a 25,000-bu. elvtr.

Belmont, Mont.—The Farmers Elvtr. Co. has been organized and will build an elvtr. or buy one of the Rocky Mountain Elvtr. Co.'s houses.

Dunkirk, Mont.—The International Elvtr. Co. is rebuilding its elvtr. which burned some time ago. The new house will have a capacity of 30,000 bus.

Bainville, Mont.—The Farmers Elvtr. Co. elected the following officers: Percy Martin, pres.; Chas. Johnson, vice-pres., and W. F. Rhea, sec'y and treas.

Stipek, Mont.—W. F. Sullivan, formerly with the Eastern Montana Elvtr. Co. at Glendive, has succeeded F. M. Webb as mgr. for the Occident Elvtr. Co.

Hedgeville, Mont.—The Farmers Grain Co. has bot the elvtr. of the Rocky Mountain Elvtr. Co. and will repair it, installing new machinery. The price paid was \$5,500.

Hauk, sta. (Hobson p. o.), Mont.—The State Elvtr. Co. of Cascade will build elvtrs. here and at Franklin and one at Gertrude on the C. M. & St. P. The elvtrs. will have a capacity of 30,000 bus.

Huntley, Mont.—Huntley Farmers Trading & Elvtr. Co. incorporated; capital stock \$10,000; incorporators S. C. Toller, A. W. Jones, Ed. Brown and others. The company will take over the Huntley Elvtr.

Lewistown, Mont.—G. L. Friedlein, mgr. of the Farmers Elvtr. Co. was married June 17. He was re-elected mgr. at the annual meeting June 6. Reports show a very successful year.—E. H. Hanson, agt.

Antelope, Mont.—The Hoven Grain Co. has recently installed a complete electric lighting system in its plant. Later it will put in a steam plant for its motive power in place of the gasoline engines now used.—O. B. Hoven.

Savage, Mont.—The Powers Elvtr. Co. has bot the elvtr. of the Savage Elvtr. Co. and will take possession July 10. The company selling will liquidate.—Alvin H. Young, now mgr. for the Valley Merc. & Lbr. Co., Crane.

Twin Bridges, Mont.—The officers of our company are John Fox, pres.; Wm. Ruppel, sec'y-treas., and C. A. May, mgr. I am a stockholder in the company and the annual meeting will be held Aug. 4.—Mrs. Wm. Ruppel, Farmers Elvtr. Co.

Cascade, Mont.—I have bot a part interest in the State Elvtr. Co. and have taken over the management of it. We expect in time to have a nice line of elvtrs. Of course they will not all be acquired in a hurry; but we are making good steady progress. We have let contract for a house at Benton and expect to let several more in a few days.—P. D. Miller.—Mr. Miller is a former vice-pres. of the Kansas Grain Dealers Ass'n and was in business at Russell, Kan. When his elvtr. there burned on May 22, 1913, he moved to Montana and has again entered the grain trade.

NEBRASKA.

Beatrice, Neb.—The elvtr. of the Black Bros. are closed.

Scotia, Neb.—Elmer West is the new mgr. of the local elvtr.

Danbury, Neb.—The Duff Grain Co.'s elvtr. has been repaired.

Norfolk, Neb.—Chas. S. Bridge has installed a Hall Distributor.

Fairview, Neb.—E. C. Geiger is now mgr. for the Farmers Elvtr. Co.

Eustis, Neb.—J. W. Velte is now mgr. for the Farmers Elvtr. Co.

Darr, Neb.—The elvtr. of the Omaha Elvtr. Co. is being repaired.

Nebraska City, Neb.—Chas. Bader is now mgr. of the Farmers Elvtr. Co.

Rosalie, Neb.—The Farmers Grain Co. recently purchased a car loader.

Buda, Neb.—The Buda Grange contemplates the erection of an elvtr.

Loomis, Neb.—The Farmers Elvtr. Co. is putting a new roof on its elvtr.

Hebron, Neb.—I have sold my grain business to Jacob Frey.—C. P. Starbuck.

Williams, Neb.—Chas. Lugenbeel is our agt. here.—Lincoln Grain Co., Lincoln.

Scotia, Neb.—The Scotia Grain & Stock Co. has bot the elvtr. of W. C. Denman.

Melia (Gretna p. o.), Neb.—Thomas Coleman is agt. for the Lincoln Grain Co. here.

Kinney, Neb.—C. A. Knouse has bot the elvtr. and grain business of Knouse & Son.

Mead, Neb.—E. A. Erickson has resigned as mgr. of the Trans-Mississippi Grain Co.

Elgin, Neb.—The Cratty Lbr. & Grain Co. has incorporated with \$30,000 capital stock.

Crookston, Neb.—The farmers are considering the advisability of building an elvtr.

Rising City, Neb.—The elvtr. of the Updike Grain Co. has been repaired and re-sided.

Western, Neb.—The Farmers Elvtr. Ass'n recently incorporated and started business July 1.

Helvey, Neb.—We opened our elvtr. at this station, July 1.—Lincoln Grain Co., Lincoln.

Hallam, Neb.—Wm. Burk has installed a wagon scale furnished by the American Sply. Co.

Bellwood, Neb.—Work has been started on the new cribbed elvtr. of the Farmers Grain Co.

Cornlea, Neb.—Harry Cruickshank is now mgr. for the Crowell Lbr. & Grain Co. at this station.

Berks, Neb.—A. B. Ert has succeeded H. F. Peters as agt. for the Lincoln Grain Co. at this station.

Fairfield, Neb.—The elvtr. of the Hines Grain Co. has been opened with F. M. Morrison in charge.

Liberty, Neb.—R. E. Reitz has succeeded L. C. E. Baldwin as agt. for the Lincoln Grain Co. here.

Hoag, Neb.—The elvtr. of the Farmers Elvtr. Co. which was closed for a short time is now open.

Larned, Neb.—The Pawnee County Grain & Supply Co. has changed its name to the Co-operative Ass'n.

Gothenberg, Neb.—L. C. Carroll and Geo. Wilkins have bot the mill of E. G. West and will remodel it.

Holstein, Neb.—Geo. L. Fisher is remodeling his elvtr., making extensive repairs.—F. W. Elder, Hastings.

Ashland, Neb.—H. A. Dimmrich has bot the interest of N. P. Nelson in the Ashland Mill and is in possession.

Bloomington, Neb.—E. Hunkins will manage the elvtr. of E. Stockham this summer.—F. W. Elder, Hastings.

Howell, Neb.—J. J. Hanzel is elvtr. man for our company.—J. A. Drahot, mgr. Crowell Lbr. & Grain Co.

Sidney, Neb.—Our new elvtr. will be completed Aug. 1.—C. W. Hornaday, C. W. Hornaday Mdse. & Grain Co.

Alma, Neb.—Sheridan Williams of Long Island will open the elvtr. of the Central Granaries here and will be mgr.

Carleton, Neb.—The Farmers Society of Equity has bot the elvtr. of J. M. Marsh & Son and H. F. Smith is mgr.

Rosemont, Neb.—James Taylor of Lawrence has bot the local elvtr. and will operate it.—F. W. Elder, Hastings.

Franklin, Neb.—Rice & Young are remodeling their elvtr. and installing new machinery.—F. W. Elder, Hastings.

Saronville, Neb.—The Farmers Elvtr. Co. is installing a new rope drive, furnished by the York Foundry & Engine Works.

Verona, Neb.—Lawrence Nelson will assist his father, John R. Nelson, mgr. for the Farmers Elvtr. Co., in the elvtr.

Ceresco, Neb.—C. F. Hines of Sauk Center, Minn., has bot the elvtr. of the Farmers Elvtr. Co. owned by Johnson & Medlin.

Brock, Neb.—I have leased the Bartling Grain Co.'s elvtr. and placed Geo. Moller in charge.—A. B. Wilson, Nebraska City.

Adams, Neb.—The Farmers Elvtr. Co. is repairing its elvtr. and installing machinery furnished by the American Supply Co.

Stratton, Neb.—The O'Donnell Grain Co. incorporated; capital stock, \$25,000; incorporators, John, Frank J. and W. A. O'Donnell.

Flickville sta. (Inland p. o.), Neb.—The elvtr. of the Nye-Schneider-Fowler Co., of which Mr. Postvar is agt., has been repaired.

Platte, Neb.—The elvtr. of J. J. Smith will be taken down and moved to Bloomington sta. (Geddes p. o.) where it will be rebuilt.

Lawrence, Neb.—W. H. Hargleroad has bot the elvtr. formerly operated by James Taylor. Owen Holden is mgr.—F. W. Elder, Hastings.

Arcadia, Neb.—I have resigned as mgr. for the Wilsey Grain Co. and am now mgr. for the R. & B. Elvtr. Co. at Weston, Mo.—Roy R. Clark.

Clay Center, Neb.—E. Stockham will repair the old elvtr. and will be in line for the new crop.—C. B. Nance, mgr. Clay Center Grain Co.

Arapahoe, Neb.—W. S. Campbell has resigned as mgr. for the Updike Grain Co. and is now mgr. for the Rock Island Elvtr. Co. at Norton, Kan.

Scribner, Neb.—John Diels died recently at Los Angeles, Cal. He was the father of A. F. Diels who is now operating the plant which he built.

Ong, Neb.—I am mgr. of the Farmers Union elvtr.—W. M. Woodhead, formerly of Walnut, Ia.—The Union has bot the elvtr. of Wm. Rundberg.

Talmage, Neb.—Louis Denton is operating the elvtr. here, having succeeded his brother, R. W. Denton, who died recently.—A. B. Wilson, Nebraska City.

Humphrey, Neb.—Joe Gilsdorf has succeeded me as agt. for Nye-Schneider-Fowler Co. The elvtr. will be overhauled this summer.—Anton Fangmann.

East Amboy, (no p. o.), Neb.—The plant of the Amboy Mill & Elvtr. Co. was struck by lightning recently and burned to the ground; loss \$50,000; no insurance.

Chappell, Neb.—The elvtr. of the Trans-Mississippi Grain Co. has been moved to its new location. Some new machinery will be installed and repairs made.

Abbott, Neb.—We have bot the elvtr. of W. A. Crabtree here and will operate as the Abbott Lbr. & Coal Co. with headquarters at Alda.—John W. McLellan, pres.

Beaver City, Neb.—The elvtr. of the Central Granaries Co. will be thoroly overhauled and repaired and new machinery, including a 1,000-bu. automatic scale, will be installed.

Columbus, Neb.—The report that Mr. Lehr would build an elvtr. here is incorrect. No elvtr. is being built here and Lehr does not intend to build one.—Elvtr. Roller Mills Co.

Hastings, Neb.—E. Stockham, who operates a line of elvtrs. in this territory, has opened a number of the houses that have not been operated for several years on account of no crops.—F. W. Elder.

Wakefield, Neb.—We are repairing our houses and getting ready for the big business which is sure to come if things continue as favorable as they are now.—W. W. Kingsbury, supt. Benson Grain Co.

Riverdale, Neb.—The Farmers Elvtr. Co. incorporated; capital stock, \$25,000; officers, Oscar G. Knox, pres.; Henry Finke, vice-pres., and S. S. Cunningham, sec'y and treas. The company's new elvtr. will be ready soon.

Walthill, Neb.—The Farmers Elvtr. Co. is installing a 1,500-bu. Richardson Automatic Scale, Hall Distributor and manlift and is placing new transmission in its elvtr. The Younglove Constr. Co. is doing the work.

Talmage, Neb.—Our officers are G. C. Bishoff, pres.; H. Guthais, vice-pres.; E. G. Hubbard, sec'y; J. O. Bruns, treas.; D. Busacker, business agt., and myself mgr.—A. L. Brannan, Farmers Union Co-operative Ass'n.

Hastings, Neb.—Fred W. Elder will open an office here and buy grain for the Ayisworth-Neal-Tomlin Co. of Kansas City, Mo. He was formerly with Goffe & Car-kener and also with Ware & Leland and is well known to the trade.

Hastings, Neb.—The Koehler-Twidale Grain Co. is now under the management of C. Koehler. Mr. Twidale, pres., has moved to Kansas City, Mo., to act as mgr. of the A. D. Wright Grain Co., in which company he is financially interested.

Chappell, Neb.—We are building a 25,000-bu. elvtr. and will equip it with up-to-date machinery, including type registering scales, both wagon and loading. Our business outlook is very flattering.—H. I. Babcock, sec'y Farmers Elvtr. Co.

Alda, Neb.—Sam Murray, formerly mgr. for the Trans-Mississippi Grain Co. at Wood River, has been transferred to the elvtr. at this station. A. J. Filsinger is mgr. for the Farmers Elvtr. Co. and Geo. Cathon for the Omaha Elvtr. Co.

Gurley sta. (Dalton p. o.), Neb.—The elvtr. which the Van Wickle Grain & Lbr. Co. is building here has a capacity of 25,000 bus. The complete equipment of machinery and supplies will be furnished by the York Foundry & Engine Works.

Wynot, Neb.—John Schneiders, the recently elected pres. of the Farmers Grain & Live Stock Co., has resigned and Ed. Bockman has succeeded him in office. M. J. Cunningham also resigned as mgr. and has been succeeded by Gerard Smith.

Chalco, Neb.—The Chalco Elvtr. Co. has erected a modern, up-to-date coal house, with cement floor. The posts of the house are set in cement and all the boards are nailed to the inside of the posts. This makes it an easy matter to clean out any bin thoroughly, so as to permit of its use for other purposes.

Minden, Neb.—The Koehler-Twidale Grain Co. has leased the Minden Grain Co.'s elvtr. here, which was formerly operated by Noel Milbourn, who died recently. The company will operate both elvtrs. at this point with E. H. Partridge as local mgr.

Denman sta. (Kenesaw p. o.), Neb.—The recently incorporated Denman Grain & Lbr. Co. is building a 17,000-bu. ironclad elvtr. at this station on the U. Pac. The incorporators of the company were B. J. Hilsabeck, H. C. Hansen, Wm. and Franklin Bernhard and V. L. Johnson.

Fremont, Neb.—I have taken the Updike Grain Co.'s wire here, instead of Lamson Bros. & Co.'s wire, the latter firm having decided to withdraw from this territory. I do not know of any new elvtrs. being built around here, but some are needed to handle this bumper crop.—E. E. Heald.

Wahoo, Neb.—The Wahoo Lbr. & Grain Co. sold its lumber yards and elvtr. on the C. & N. W. R. R. to the Farmers Co-operative Co. I had previously purchased and now own the other two elvtrs and coal yards on the C. B. & Q. and Y. P. R. R., so there are still 3 elvtrs. in operation here.—John Dolezal.—The Wahoo Lbr. & Grain Co. formerly owned 3 elvtrs. here.

OMAHA LETTER.

We are overhauling our elvtrs. so as to have them in shape for the new crop.—J. B. Adams.

J. A. Jakle will succeed Mr. E. G. Hudnall as mgr. for Ware & Leland July 1st and the latter will open an office of his own.—G.

E. C. Hudnell, formerly mgr. of the local office of Ware & Leland, has engaged in the grain brokerage business on his own account.

The Blanchard-Niswonger Grain Co. will represent C. H. Thayer & Co., of Chicago, and the Flanley Grain Co. will represent E. W. Wagner & Co., of Chicago, on a reciprocal basis.

Merriam & Millard Grain & Elvtr. Co. took over its elvtr. at Council Bluffs July 1. The company will operate in this city and at Council Bluffs and will overhaul and repair both elvtrs.

T. A. Anderson, formerly with the Hynes Grain Co., has been admitted to membership in the Grain Exchange and opened a cash grain office, which he will operate on his own account.

Nearly all Omaha's terminal elvtrs. are installing new conditioners and moisture testers so that corn can be graded according to the new government grades taking effect July 1.—J. H. Wright Jr., mgr. Nebraska-Iowa Grain Co.

The following amendment to the rules of the Grain Exchange has been adopted by the directors: No one exercising the privileges of membership in the Omaha Grain Exchange shall hereafter employ or continue in its employ any traveling representative, solicitor or broker who shall solicit or procure or have to do with soliciting or procuring grain to be either directly or indirectly consigned to or handled by the employer or for his account or benefit through this exchange unless and only while such traveling representative, solicitor or broker shall be a member of the Omaha Grain Exchange in good standing. Provided, however, this rule shall apply only to inbound shipments. The penalty for a violation of this rule shall be a fine of \$50 for the first offense and \$250 for each subsequent offense.

NEW ENGLAND.

Boston, Mass.—E. C. Howlett Co. incorporated; capital stock \$2,000; incorporators E. C. Howlett, pres.; F. A. Lamb and A. D. Radley.

Augusta, Me.—Cash Grain Co. incorporated; capital stock, \$10,000; incorporators, E. M. Leavitt, pres. and treas.; Ernest L. McLean, sec'y.

Meriden, Conn.—The Nearing, Marchant Co. incorporated; capital stock \$20,000; Chas. H. Nearing, Robert Marchant and Dexter L. Bishop, incorporators.

Salem, Mass.—We had the only elvtr. here and it was destroyed in the big fire June 25. We have not decided as to rebuilding at present.—C. A. Ketchum & Co.

Boston, Mass.—We have severed our connections with the D. W. Ranlet Co. and have formed a new company with offices in the Chamber of Commerce Bldg. We will handle grain and feed, operating as the Rugg & Murdock Co.—E. H. Rugg and H. L. Murdock.

Providence, R. I.—The elvtr. of Peter Lennon, of Pawtucket, was not sold at public auction June 24, as advertised, the sale being held up on account of an appeal taken from the decree authorizing the sale.—John A. Tillinghast, trustee in bankruptcy.

NEW YORK.

Amityville, N. Y.—The plant of Rufus J. Ireland burned recently; loss, \$5,000.

Oswego, N. Y.—The Park-Pollard Co. is building a 50,000-bu. elvtr. for the handling of lake grain.

Auburn, N. Y.—Merchants Grain Co. incorporated; capital stock \$10,000; G. W. Bradicich incorporator.

Brooklyn, N. Y.—Staalknecht & Co. incorporated to deal in grain, coal and wood; capital stock \$10,000; J. Henricksem, incorporator.

Jamestown, N. Y.—Skans Mfg. Co. incorporated to deal in grain, feed, hay, etc.; capital stock \$5,000; incorporators Emil Skans, M. T. and D. H. Grandin.

Oswego, N. Y.—With the completion of the New York State Barge Canal and the enlargement of the Welland Canal, a revival of the grain trade at this port is looked for.—Robert Downey & Co.

Pittsford, N. Y.—I have been succeeded by the recently incorporated Pittsford Mfg. Co. and we are overhauling the plant, installing new machinery. The company may also install a grain elvtr. leg.—S. Hutchinson.

BUFFALO LETTER.

The Corn Exchange has adopted the government corn grades.

Buffalo, N. Y.—Keusch & Schwartz Co., with headquarters at New York, have opened a branch office on the third floor of the Chamber of Commerce Bldg.

Buffalo, N. Y.—The Ralston Purina Co. has begun work on the old Husted plant it recently purchased. The A. E. Baxter Engineering & Appraisal Co. is in charge of the work.

The Electric Grain Elvtr. Co. has purchased additional land on the Buffalo River, which gives it a water frontage of over 700 feet. Henry T. Kneeland, Jr., pres. of the company, said the land was bot with the intention of improving the elevating and shipping facilities of the elvtr., which has a capacity of 2,000,000 bus.

Buffalo, N. Y.—The pile work on the foundations of the new reinforced concrete and steel elvtr. of the Connecting Terminal Elvtr. Co., is nearly completed and work will be rushed on the \$227,000 superstructure.—The foundations of the new Superior Elvtr. have been completed and work on the bins is well under way. The house will probably be finished before the end of the navigation season.

NEW YORK CITY LETTER.

Robert Edelstein, who will represent Weil Bros. & Co., dealers in Argentine grain, has applied for membership in the Produce Exchange.

Frederick P. Reeves, supt. of the National Grain Elvtr. Co., recently committed suicide by shooting himself. He was found unconscious on Riverside drive, with a bullet hole in his forehead and died before reaching the hospital. He was 45 years old and had been in ill health for some time.

Edward C. Rice, treas. of the Produce Exchange since 1879, died, June 26, at the age of 76. Mr. Rice joined the exchange in 1861, and for 35 years held the office of treas. For many years he was senior member of Rice & Quimby and was well known to the grain and flour interests at this market. His death was due to heart disease.

The following standing com'ites have been appointed by Pres. Warner of the Produce Exchange: Grain, William Reimschneider, chairman; H. G. Graff, K. J. Muir, J. Leverick, W. Elkins. Bs/L, James Barber, chairman; A. J. Zock, C. F. Gregory. Carlot Grain, W. J. Brainard, chairman; R. G. Brandt, Otto Keusch, B. A. Allen, L. W. Forbell. Grain Commission Rules, F. I. Maguire, chairman; C. Andrus, S. J. Hill, Jr., W. K. White, T. H. Story. Delivery of Warehouse Grain, L. W. Forbell, chairman; W. C. Mott, W. B. Pollock. Exports, John Gledhill, chairman; William Beatty, G. W. Blanchard, E. Steinbruece.

NORTH DAKOTA.

Ypsilanti, N. D.—The Farmers Elvtr. Co. has remodeled its office.—C. Gibson.

Flasher, N. D.—The recently organized Farmers Elvtr. Co. will build an elvtr.

Gwinner, N. D.—The elvtr. of the Farmers Elvtr. Co. has been finished and John Wickland is mgr.

Larimore, N. D.—J. M. Freeman has resigned as mgr. for the Imperial Elvtr. Co.—H. Neilson.

Charbonneau sta. (Charbonneau p. o.), N. D.—D. M. McMasters is mgr. of the new Farmers Elvtr. Co.

Elliott, N. D.—The Farmers Elvtr. Co. recently installed a 15-h.p. Fairbanks Engine.—J. S. Cullinar.

Cando, N. D.—New machinery is being installed in the elvtr. of the Cando Roller Mills.—A. H. Lean.

Page, N. D.—A. Cornwell has put a concrete foundation under his elvtr.—J. O. Mill, mgr. Farmers Elvtr. Co.

Bismarck, N. D.—The recently organized Mutual Farmers Co. has let contract for an elvtr. and warehouse.

Karlsruhe, N. D.—Kanning Grain Co. incorporated; capital stock \$15,000; incorporators F. Kanning, H. O. Foss and H. A. Foss.

Olmsted, N. D.—The new feed mill of the Frank Fee Elvtr. Co. will be completed in a few weeks.—Mrs. Albert Barks, Ege-land.

Baldwin, N. D.—C. M. Capper of the Baldwin Grain Co. is passing cigars in honor of the arrival of a brand new boy at his home.

Grandin, N. D.—The Farmers Grain Co. of this place has expended between \$300 and \$400 in repairs this spring.—C. O. Simensen.

Knox, N. D.—Farmers Elvtr. Co. incorporated; capital stock \$16,000; James Kane, J. H. Fish, J. S. Webster and others incorporators.

Kief, N. D.—The Atlantic Elvtr. Co. is painting its elvtr. and installing new spouting.—W. A. Bokovoy, mgr. Bokovoy Grain & Mill Co.

Higgins (no p. o.), N. D.—The Higgins Farmers Elvtr. Co. will have a new mgr. after Aug. 1.—A. W. Johnson, Glenfield sta. (McHenry p. o.).

Kloten, N. D.—Kloten Grain Co. incorporated; capital stock \$25,000; incorporators N. Michon, H. Erickson, A. N. Settvis and A. G. Wells.

Harlow sta. (Fillmore p. o.), N. D.—Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators E. Beissbarth, A. Pearson, H. Hermanson.

Leonard, N. D.—The Farmers Elvtr. Co. has recently put in a new manlift and a No. 60 Owens cleaner. George Elliott is the buyer.—William Watt.

Brisbane, N. D.—A farmers elvtr. company will be organized here and at Lost Grange (no p. o.).—H. J. Cors, mgr. Raleigh Co-operative Exchange, Raleigh.

Cooperstown, N. D.—A. W. Anderson, formerly with Great Western Grain Co., has resigned and will go to the Hammer-Halvorson-Beier Elvtr. Co.—G. H. Nobes Brantford.

Pickert, N. D.—The Amenla Elvtr. Co. has put a concrete foundation under its elvtr. and has remodeled the elvtr.—J. E. Duncan.

Havana, N. D.—A. Carlson, formerly buyer for the St. Anthony & Dakota Elvtr. Co., will become mgr. for the Farmers Elvtr. Co. Aug. 1.—T. H. Deuel, Rutland.

Westhope, N. D.—The Farmers Elvtr. Co. is putting a concrete foundation under its elvtr. and making various other repairs about the plant.—A. Helgersson, mgr.

Verona, N. D.—The Verona Grain & Fuel Co. has replaced its motive power with a new 12-h.p. engine. It is also installing a manlift and conveyor.—P. S. Tiedeman.

Neche, N. D.—The St. Anthony & Dakota Elvtr. Co. has lowered its driveway and shortened the approaches on both sides. The repairs will cost about \$500.—J. W. Nolan.

Glenfield sta. (McHenry p. o.), N. D.—Paul Engstrom has resigned as mgr. of the Farmers & Merchants Elvtr. Co. but a new mgr. will not be employed until fall.—Carl Erickson.

Adrian, N. D.—The Powers Elvtr. Co. is building a new concrete substructure under its elvtr. It is also contemplating the installation of a new engine.—C. O. Danuser, secy. Farmers Elvtr. Co.

Prosper sta. (Howard p. o.), N. D.—The Owens Mills Co. has added a new cleaner to the equipment of its plant. J. H. Potter is mgr.—H. L. Hansen, secy-treas. Equity Elvtr. Co. of Prosper.

Hatton, N. D.—The Farmers Elvtr. Co. recently completed the building of a concrete foundation under its plant. The repairs also included the installation of a Fairbanks Scale.—J. M. Keny.

Neche, N. D.—The Neche Grain & L. S. Co. recently raised the cupola of its new elvtr. and has installed new spouting, an elvtr. leg and a new grain pan, the improvements costing about \$1,000.

Gardner, N. D.—The National Elvtr. Co. is building a 30,000-bu. elvtr. at this place and expects to have it completed by Aug. 1 and in operation shortly afterward.—Clark Moore, pres. Farmers Elvtr. Co.

Walum, N. D.—The elvtr. of the Gt. Western Grain Co. has been closed for the past year. I have been employed by the Farmers Elvtr. Co. since last fall.—F. Toenberg, formerly mgr. Gt. W. G. Co.

Velva, N. D.—The elvtr. of the Woodworth Elvtr. Co. has been moved to Devils Lake and the elvtr. of the Osborne-McMillan Elvtr. Co. is being torn down and will be rebuilt at Kenmore.—I. L. Berge.

Hazelton, N. D.—The Farmers Union Elvtr. Co. incorporated; capital stock \$10,000; C. A. Ward, Ed. Canfield, E. H. Brant and Lester Biggle, incorporators. The company will build an \$8,000 elvtr.

Voss, N. D.—The repairs of the elvtr. of the Amenla Elvtr. Co. at this station have been completed. The elvtr., engine room and office have been remodeled and a clipper cleaner installed.—J. E. Duncan.

Nome, N. D.—The Nome Grain Co. will install a cleaner and 10-h.p. engine. It will also increase the capacity of the elvtr. 8,000 bus. and will start work about Aug. 1.—W. W. Cooke, mgr. Independent Elvtr. Co.

Bloom sta. (Spiritwood p. o.), N. D.—The Farmers Elvtr. Co. is building a warehouse and enlarging its bin capacity. The improvements are to be completed by Sept. 1.—A 20,000-bu. elvtr. is being built at this station.—V. Matejek.

Milnor N. D.—The 40,000-bu. elvtr. of the Farmers Grain & Elvtr. Co. has been completed. It is equipped with a 25-h.p. Fairbanks Engine and a cleaner. The company has also built a feed mill in connection with the elvtr., the entire plant costing \$9,300.—Magnus Peterson.

Marion, N. D.—The Farmers Elvtr. Co. is rebuilding a feed mill and store house. The motive power will be supplied by a 25-h.p. Fairbanks Engine. The mill will have a capacity of 115 bus. per hour and will be equipped with the most modern grinding machinery.—Fred Misel.

Woods, N. D.—The Farmers Elvtr. Co. has succeeded the Monarch Elvtr. Co. and is rebuilding the elvtr. The new house will have a capacity of 40,000 bus. and is to be equipped with the latest machinery. H. V. Nichols will succeed O. A. Quinnild as mgr.—W. L. Plath, pres.

Nome, N. D.—The Independent Elvtr. Co. has let contract for an addition to its elvtr. that will increase the capacity 5,000 bus. The addition will be completed by Sept. 1. Last November the company installed a 15-h.p. gasoline engine and a Fosston Cleaner with a capacity of 400 bus. per hour.—W. W. Cooke, mgr.

Raleigh, N. D.—The Farmers Elvtr. Co. was incorporated 3 years ago but was re-incorporated under the new law a few weeks ago under the name of the Raleigh Co-operative Equity Exchange. We have the only elvtr. here. Our officers are E. N. Bosworth, pres.; H. L. Benson, sec'y and myself mgr.—H. J. Cors.

Adrian, N. D.—The Farmers Elvtr. Co. will increase the capacity of its plant from 40,000 bus. to 60,000 bus. this season. The work will start early this month and will cost approximately \$5,000. It will be completed by Sept. 1. The new equipment will include a Fosston Cleaner and automatic scales.—J. G. McCleary, pres.

Zap sta. (Bowdish p. o.), N. D.—Our new elvtr. will have a capacity of 40,000 bus. and will contain 12 bins. The equipment will include a Monitor Combination Cleaner, Fairbanks Engine, dump and wagon scales and a dump. The house will be finished Aug. 15.—Carl Shadewalt, sec'y Farmers Co-operative Co.

Argusville, N. D.—The Argusville Farmers Elvtr. Co. has recently made improvements to the extent of \$3,500 on its elvtr. consisting of a new concrete foundation under the building, a new elvtr. leg, new spouting and new dump scale. The unloading capacity of the plant has been doubled.—Henry Hildreth, pres.

Sarles, N. D.—The National Elvtr. Co. will rebuild the elvtr. burned this spring. It will build an up-to-date house with a capacity of 35,000 bus. equipped with all modern improvements. Mgr. Mathew of the St. Anthony & Dakota Elvtr. Co. will have charge of the new house which will be completed in time for the new crop.

Merricourt, N. D.—The elvtr. proposition is being agitated in this vicinity.

Arnegard, N. D.—I am now mgr. for the Farmers Elvtr. Co.—Herman Johnson.

Valley City, N. D.—The Farmers Elvtr. Co. is increasing the capacity of its elvtr.

Colfax, N. D.—The Cargill Elvtr. Co. has bot the North Elvtr. and placed Carl Lawdahl in charge.

Mohall, N. D.—It is reported that E. J. McDermont, of Williston, has taken over and is repairing the Lytle Elvtr.

Petersburg, N. D.—I am now located at this point.—J. W. Brenner, formerly agt. Gt. Western Grain Co. at Westport, Minn.

Page, N. D.—Olof Bjerken has succeeded J. C. Miller as mgr. for the Farmers Elvtr. Co. Mr. Miller has been with the company for 10 years.

McVile, N. D.—A. O. Arneson and I have bot the elvtr. of the John D. Gruber Co. and will operate it as the McVile Grain Co.—H. B. Blackey, mgr.

Drayton, N. D.—We have enlarged our elvtr. office, making it 12x18 ft. with a 8½ ft. ceiling. We have also repaired the elvtr. and are in first class shape to handle the big crop in sight.—Nil R. Tacklind, mgr. Farmers Elvtr. Co.

Amenla, N. D.—The Amenla & Sharon Land Co. recently let the contract for a new 35,000-bu. elvtr. to be completed Aug. 10. The company expects to handle this year's crop in its new plant. The elvtr. will be equipped with a 15-h.p. gasoline engine, 2 elvtr. legs, a Richardson Automatic Scale and Monitor and Richardson Cleaners.—J. W. Newcomb.—Myron W. Scott will be mgr.

Forbes, N. D.—There are two farmers companies and a line house here. The Farmers Elvtr. Co. has an 18,000-bu. elvtr. Mr. Wollin is mgr. I am mgr. for the other farmers house, operated as the Forbes Equity Exchange. We bot the 40,000-bu. elvtr. of the McCartney Marshall Co. The elvtr. of the Cargill Elvtr. Co. has been closed for the past two years on account of small crops.—Chas. Mack.

Minot, N. D.—The Thorson-Olson Grain Co. has been organized by J. Olson and N. J. Thorson, who has been mgr. for the Farmers Elvtr. Co. for a number of years. His resignation was a great surprise and regret to the company. The new company is capitalized for \$100,000 and will operate in Canada between Saskatoon and Weyburn, where 10 elvtrs. are now being constructed for it. Mr. Olson is pres. and Mr. Thorson gen. mgr.

Hoving sta. (Milnor p. o.), N. D.—The Farmers Equity Elvtr. Co. is building a 40,000-bu. elvtr. which will cost \$8,000. The plant is already handling some grain and will be in full operation in the near future. Its equipment includes a Fairbanks Engine and Automatic Scale, a platform scale and a Marquis Cleaner. It has two elvtr. legs which will insure the rapid unloading of grain. John Stockstad is mgr.—Magnus Peterson, Milnor, N. D.

McHenry, N. D.—The Drovers Farmers Elvtr. Co. is building a cribbed addition to its plant which will double the present capacity. William Seipp will be the mgr. The improvement will cost in the neighborhood of \$7,000 and will be completed in the latter part of July. The machinery will be the most modern and will include a No. 9 Invincible Cleaner, two 10-h.p. engines, and a Cyclone Dust Collector. T. E. Ibber-son has the contract.—John Nicoll.

New Rockford, N. D.—Three elvtrs. which will be owned and operated by farmers incorporations are being built on the proposed extension of the Soo railroad in North Dakota four, twelve and twenty-eight miles from Plaza, N. D. The plants are expected to be completed and handling grain before the extension is in operation. They are on the Berthold reservation, one of the greatest grain growing sections of the state. Each house will have a capacity of 35,000 bus. and will cost approximately \$6,000.—Jas. Hackney.

Deering, N. D.—Our elvtr. has been completely remodeled and now has a capacity of 40,000 bus. We also have a grinding elvtr. and a 200-ton coal shed. The equipment includes a new 13 in. leg with 7 in. cups, a No. 60 Marquis Cleaner, car puller and Avery Automatic Scale.—R. E. Caruthers, mgr. Farmers Elvtr. Co.

Melville, N. D.—I had practically shipped out all the grain in my elvtr., June 15, and my agt., John W. Huff, was loading a car of screenings when one of the cups tore off in the boot. Mr. Huff took a lantern and went down to take the cup off. He dropped his lantern, which struck the shaft and exploded setting fire to the elvtr. which burned to the ground. The house had a capacity of 52,000 bus. and I carried insurance amounting to \$16,000. My loss amounts to about \$2,500. Mr. Huff had a close call himself, but was uninjured.—Pierce Blewett, prop. Star Elvtr. Co., hdqrs. Jamestown.—The house will probably be rebuilt this summer.

OHIO.

Tiro, O.—The Co-operative Grain & Mfg. Co. has installed a 45 h. p. engine.

Montpelier, O.—W. E. Riley has purchased a Hall Signaling Distributor.

Rex, O.—We have just installed a new steam power plant.—J. A. Brubaker & Son.

Mount Vernon, O.—The plant of the Northwest Elvtr. & Mill Co. has been overhauled.

Rice, O.—I am putting in a new driveway and am remodeling my elvtr.—W. H. Hill, Oakwood.

Melvin, O.—I have installed a sheller and a Smith Manlift. I have also concreted my basement.—J. W. Channel.

Cleveland, O.—The new elvtr. of the Nickel Plate Elvtr. Co. will be completed and put into operation in August.

Marion, O.—About 35 dealers met here on June 25 to discuss plans for the reorganization of the once prosperous local ass'n.

Washington Court House, O.—The elvtr. of S. W. Cissna & Sons was struck by lightning recently but the damage was slight.

Limestone sta. (Hartshorne p. o.), O.—We contemplate building a small elvtr. at this station.—Henry Thierwechter Co., Oak Harbor.

Sidney, O.—Sidney Grain Co. incorporated; capital stock \$30,000; incorporators Elmer Sheets, J. C. Wagoner, W. B. and N. Jackson.

Fostoria, O.—We have heard nothing of the plan to build a farmers elvtr. here, and so far as we can learn the matter has been dropped.—C. Franke.

Old Fort, O.—The Peoples Merc. & Elvtr. Co. has been granted permission to extend a side track to the new elvtr. and work will be started at once.

Bucyrus, O.—The excavations for the new elvtr. and warehouse of the C. K. Zeigler Co. have been completed and work on the superstructure will be rushed.

Ft. Loramie, O.—The Sherman Grain Co. is building an elvtr. at this point and Branlage & Son are building an addition to their house.—J. E. Wells & Co., Sidney.

Cleveland, O.—The hay and grain com'tee of the Chamber of Commerce held a meeting June 25 and discussed the advisability of establishing a hay and grain exchange.

Tamah sta. (Celina p. o.), O.—The Tamah Elvtr. Co. has purchased the elvtr. here from Behymer Bros., the change of ownership having taken effect on July 2.—C. C. J.

West Park, O.—The West Park Lbr. & Grain Co. is building a 30x40 ft. elvtr. 50 ft. high and a one story 40x96 ft. warehouse. The plant will be operated by electricity.

Yorkshire, O.—The Yorkshire Grain Co. is repairing its elvtr. and has installed an oil engine and other new machinery, the repairs costing \$3,000.—J. E. Wells & Co., Sidney.

West Park, O.—I am pres. of the West Park Lbr. & Grain Co. and we have taken over the business of R. C. Huber. Our capital stock is \$25,000.—A. R. Teachout, Cleveland.

Trebeins, O.—The big flouring mill plant at this point has been sold by Dewey Bros. to Spear & Downen. The purchasers formerly operated mills at Oneida, N. Y., and Carmi, Ill.—C. C. J.

Norwalk, O.—An unknown man recently purchased \$200 worth of hay from a farmer and smaller amounts from others until he had a carload. The farmers are still waiting for his checks in payment.

Antwerp, O.—There is nothing in the report that a change has been made in either of the elvtrs. here and I do not know that any change is contemplated.—J. L. Doering, Peoples Elvtr. Co.

Swanders, O.—Swanders Grain Co., incorporated; capital stock, \$15,000; incorporators, J. E. Wells, W. H. Persinger, E. D. and N. B. Fristoe and J. D. Barnes. The company has bot the elvtr. of W. L. Alton & Son.

Rockford, O.—We have sold our Rockford Elvtr. to A. J. Hawk & Sons, of this place, who will conduct it, but we will continue in the grain business at our other points, with our office, as heretofore, at Rockford.—Behymer Bros.

Sherwood, O.—E. F. Shelley has bot the 2 elvtrs. of the Maumee Valley Grain Co. at this station and will operate them as the E. F. Shelley Grain Co., which has just been incorporated for \$12,000. W. T. Palmer, M. S. Whitney and L. D. Cornell are incorporators with Mr. Shelley.

Covington, O.—J. B. Kindell & Co. have purchased a Hess Grain Drier and Cooler, in which they will dry corn before milling it. This drying before milling insures a sharper granulation of the meal and a larger product of the mill. In addition to this it does away with the necessity of drying the meal after grinding.

Columbus, O.—I have sold my interests in the John De Wine Co. at Yellow Springs and Spring Valley, and have bot 2 acres of land between the P. C. C. & St. L. and the Big 4 R. R., so that I can get a switch from both roads. I will build a reinforced concrete structure with feed mixing, general elvtr. and corn meal equipment.—John De Wine.

Mansfield, O.—On June 30 we moved our general office from Toledo to this city, where we have an elvtr. The concentration of our forces at the elvtr. was done so that we may be able to give closer supervision to the business. We have every facility in the shape of telegraph, telephone service, etc., and will care for our trade to very good advantage from the new office.—The Goemann Grain Co.

Portsmouth, O.—The only car load shippers here are P. H. Harsha and ourselves. The Portsmouth Cereal Co. has been out of existence for several years and has succeeded by the Independent Hominy Co. The latter company's plant was completely destroyed by fire about a month ago and while no announcement has been made officially, it is not expected that they will rebuild at this point.—Grimes-Stritmatter Grain Co.

CINCINNATI LETTER.

J. De Mollett, father of John D. Mollett, mgr. for Allen & Munson, died June 29.

Jos. Van Leunen, who has been ill for some time, is again on 'change, much to the gratification of his many friends.

James Ellis, the veteran grain dealer, recently celebrated his 75th birthday. All the "boys" enjoyed cigars at his expense.

F. E. Fleming, of Ellis & Fleming, who has been seriously ill for some time, is on the high road to recovery and will soon be back on 'change.

The first car of new wheat to reach this market arrived June 25, from southern Illinois. The car contained 1,000 bus. and the grain was clean, testing 59 lbs. to the bu. It was consigned to the Cleveland Grain Co.

The report that we will build an elvtr. is incorrect. As a matter of fact we are not constructing an elvtr. but are merely improving our facilities by installing the necessary equipment to sack even weights automatically, thereby reducing cost of labor. In short, it can really be considered as a sacking house.—The Union Grain & Hay Co., Edw. A. Smith, mgr.

TOLEDO LETTER.

The Northwestern Elvtr. & Mill Co.'s plant has been closed 1 week for repairs.

Sec'y Chas. Quinn, of the G. D. N. A., went to the hospital for an operation on July 2. He will be confined there for at least two weeks.

Our offices in this city were moved to the elvtr. at Mansfield, June 30 and all correspondence to us should be addressed to that point.—The Goemann Grain Co.

The inspection dept. has just received a U. S. Agate Beam Scale to be used in making test weights on grain. A complete set of sieves for grading wheat, corn and oats has also been received.

The Northwestern Ohio Grain Dealers Ass'n held a meeting in the Boody House, June 26, but only a few members attended. The delegates were addressed by E. H. Culver, Henry W. Goemann and Fred Mayer. The Moss Bill was discussed with interest and the ass'n voted to affiliate with the Ohio Grain Dealers Ass'n.

The Produce Exchange has established the following grades as the contract grades for corn: For delivery on and after July 1, 1914, all contracts for corn, unless otherwise specified, shall be understood as for No. 3 yellow corn or No. 3 white corn, provided, however, that on such contracts a tender of the following described grades of corn in such proportions as may be convenient to the seller, but in no case an amount less than 1,000 bus. of any one grade in one elvtr. shall be deemed a valid tender at the price differences mentioned in the following schedule: No. 1 yellow corn, No. 2 yellow corn, No. 1 white corn, No. 2 white corn at $\frac{1}{2}$ c per bu. over contract price; No. 3 yellow corn, No. 3 white corn, at contract price; No. 4 yellow corn, No. 4 white corn, at $\frac{1}{2}$ c per bu. under contract price during November, December, January and February only. Kiln dried yellow corn and kiln dried white corn of 2% less moisture than the standard grade of the natural yellow and white is also deliverable on contracts on and after July 1, 1914.

OKLAHOMA.

Welch, Okla.—H. Ritchie is agt. for the Mead Grain Co. here.

Optima, Okla.—A new 25,000-bu. elvtr. is being erected at this station.

Frederick, Okla.—The Southwestern Grain Co. has engaged in the grain business here.

Hopeton, Okla.—I am now located at this point.—P. C. Burge, formerly at Perth, Kan.

Lindsay, Okla.—Jos. Mitchell has succeeded Geo. Caldwell as mgr. for Keel & Son.

Bluejacket, Okla.—The Giles Elvtr. is being put into first-class condition for the new crop.

Tyrone, Okla.—Ground has been broken for the new elvtr. of the Tyrone Equity Exchange.

Wakita, Okla.—The Medford Mill & Elvtr. Co.'s elvtr. at this station is being remodeled.

Mountain View, Okla.—I. W. Gray is grain buyer for our company.—Mountain View Grain Co.

Camargo, Okla.—I am in business here on my own account but have no elvtr.—L. K. H. Laws.

Strong City, Okla.—The elvtr. of the Thomas Mfg. Co. will be completed about July 10.—J. W. Maney.

Walter, Okla.—G. C. Crisp is now mgr. for the Chickasha Mfg. Co., which has opened its elvtr. here.

Oklahoma City, Okla.—I have decided to go into the grain business for myself.—Albert Sidney Smith.

Hammon, Okla.—The Roger Mill Co-operative Ass'n has bot the elvtr. of Fayette Moore. J. D. Hall is mgr.

Kildare, Okla.—I am agt. for W. H. Coyle Co. here.—J. Bergholt.

Bushyhead, Okla.—We have bot the elvtr. of Wm. Major on the St. L. & S. F. R. R.—Stewart & Goodman.

Hennessey, Okla.—The elvtr. of the Kingfisher Elvtr. Co. has been overhauled and is in first-class shape to handle the new crop.

Helena, Okla.—C. E. McCullom has succeeded me as mgr. for the Arkansas City Mill & Elvtr. Co.—W. M. Halfhill, South Haven, Kan.

Sharon, Okla.—The officers of the Farmers Shipping Ass'n are W. C. McLaughlin, pres., L. L. Chamberlain, sec'y, and J. L. O'Dell, mgr.

Jet, Okla.—J. I. Jamison has succeeded Mgr. Rhodes with the Choctaw Grain Co., Mr. Rhodes having resigned on account of failing health.

Oklahoma City, Okla.—The Oklahoma City Board of Trade has been organized with Frank Foltz as pres. and E. L. Beutke as sec'y.

Eagle City, Okla.—The Farmers Product & Supply Co. is building an elvtr. here. I am mgr.—Ernest E. Thom, formerly with the Eagle Grain Co.

Afton, Okla.—M. T. Cox, J. K. Stephens and R. A. Judd have organized a new grain company and will operate as the M. T. Cox Hay & Grain Co.

Helena, Okla.—W. M. Halfhill is no longer agt. for the Arkansas City Mlg. Co. here, having taken a position as mgr. of the Aetna Mill & Elvtr. Co.'s elvtr. at South Haven, Kan.

Rosston sta. (Murray p. o.), Okla.—The Rosston Grain & Stock Shpg. Ass'n incorporated; capital stock \$10,000; incorporators, S. N. Rogers, W. T. Sheriff and Ross Price.

Okeene, Okla.—Wheeler Bros., of Thomas, have bot the elvtr. of the Farmers Elvtr. Co. and are installing a gas engine and making general repairs.—M. C. Herschberger.

Avard, Okla.—The first load of new wheat sold in this (Wood) county was bot by the Alva Roller Mills Co. June 17. The wheat was of good quality, tested 60 lbs. and was bot at 65c per bu.

Carmen, Okla.—The Augusta Mill & Elvtr. Co. will move its mill to this city at the close of the crop season. The elvtr. machinery has been put into up-to-date condition to handle the new crop.

Moorewood, Okla.—We have just completed a grain warehouse and flour store room here.—G. E. Harris has built a small granary and ordered a portable grain loader. He is a track buyer.—W. A. McMahan, mgr. McMahan Grain Co., Leedy.

Alex, Okla.—Geo. Caldwell and myself have bot the elvtr. of M. H. Smith and Mr. Caldwell will be mgr.—J. H. Pruitt, Lindsay.—Messrs. Pruitt and Caldwell have incorporated the Alex Mill & Elvtr. Co. with a capital stock of \$5,000.

Glencoe, Okla.—A. T. Shipman is our agt. at this station where we have kept a man practically all of the time. C. F. Baggett & Co. operated an elvtr. here for several years, but when their house burned down they moved away.—C. F. Babcock, pres. and supt. Stillwater Mill & Elvtr. Co., Stillwater.

Oklahoma City, Okla.—J. W. and John Maney and Henry Schafer have organized the Maney Export Co. with a capital stock of \$50,000. We will do a general business in grain and mill products, both foreign and domestic. On July 1 we took over the business of the Millers Grain Co. and now occupy the offices of that company. We will make a specialty of wheat for export.—C. W. Bleuler, mgr., formerly mgr. for the Miller Grain Co.

Oklahoma City, Okla.—Besides the incorporators mentioned in the July 25 number of the Journal, C. U. Connlee and myself are interested in the P. J. Mullin Grain Co. Mr. Hoffman's initials are T. L. not T. D. as given. J. L. Ford is our pres.; C. U. Connlee, vice-pres.; and myself sec'y-treas.—P. J. Mullin, mgr.

Madill, Okla.—A pile of corncocks which had accumulated from a power sheller near the main building of the Madill Grain & Elvtr. Co. was set on fire at 10:30 a. m., June 26, by a spark from a passing switch engine on the Frisco. Prompt and efficient work saved the elvtr., but the big building narrowly escaped destruction.

Sayre, Okla.—The fire that destroyed the Sayre Mill & Elvtr. June 12 was of incendiary origin; but there seems no clue to the guilty person. The elvtr., mill two warehouses and the office were completely destroyed, only the engine and boiler house being saved. W. G. Phillips, owner, advises that he will continue to buy wheat and will load direct into cars for the present. He has leased the building of J. A. Ragan and will establish his office and feed room there.

Helena, Okla.—The Helena Mlg. Co. has been organized by F. W. Rounds, O. E. Ford, Ellis P. Green, F. N. Winslow, J. D. Martins and F. W. Bull, and has succeeded the Helena Mill & Grain Co. It will handle grain this season.—C. E. Davis, who formerly owned the elvtr. now operated by the Arkansas City Mill & Elvtr. Co., has formed a partnership with C. E. Walker and has leased the elvtr. of the Choctaw Grain Co.—The Arkansas City Mill & Elvtr. Co. and the Enid Mill & Elvtr. Co. have installed gasoline engines in their elvtrs.—S. H. Colwick, agt. Randels & Grubb.

OREGON.

Turner, Ore.—The grain warehouse of Balfour, Guthrie & Co. burned recently, loss \$20,000. The warehouse of Thiesen & McCalab is also reported as destroyed.

Portland, Ore.—Speculators who loaded up with grain bags in expectation of high prices are sorely disappointed. Recently the price was \$8.75 but in a day's time it dropped to \$8.25 and seems to be going lower. Calcutta shipments, which it was not would be delayed, have arrived and in spite of the great harvest, fewer bags are being used than ever before, on account of the general movement for bulk grain which has swept the coast. Bags for 1915 delivery are already offered at \$30 a bale, with transportation charges added.

PENNSYLVANIA.

Palmyra, Pa.—The elvtr. and mill of the J. B. Curry estate burned recently; loss \$40,000.

PHILADELPHIA LETTER.

The 1,100,000-bu. elvtr. of the Penna. Ry. Co. at Girard Point was put into operation July 1.

Harvey Barlow, Geo. Seibert and J. A. Walls & Co. have been admitted to membership in the Commercial Exchange.

Joseph W. Beatty, treas. of the Commercial Exchange, is seriously ill at his West Philadelphia home. He has been attending to his official duties until recently altho his health has been failing for months.

Complaint of elvtr. charges will be filed with the Interstate Commerce Com'n by the Commercial Exchange. The rate at this city is $\frac{1}{2}$ c per bu. while at New York it is $\frac{1}{2}$ c for lifting grain from cars to grain elvtr. and thence to boats.

Wm. P. Brazer recently celebrated his 60th birthday and was heartily congratulated by his many friends in the grain circles of the Commercial Exchange. Mr. Brazer has a never ending fund of good humor and is called the "jolliest" man on the floor.

PITTSBURGH LETTER.

D. E. Austen, son of R. E. Austen, well known to the grain trade, has applied for membership in the Hay & Grain Exchange.

Charles W. Culp, chief grain inspector, celebrated his 56th birthday anniversary recently. The members of the Grain and Hay Exchange joined in the celebration and decorated his offices with American flags and bunting.

The following re-appointments were made at the first meeting of the new directors of the Hay & Grain Exchange, July 3: C. G. Burson, supt. and traffic mgr.; Oscar C. Alexander, ass't supt.; Chas. Culp, chief inspector and Jos. S. Gray, chief weighmaster.

The entertainment and arrangements comite of the Hay & Grain Exchange for its annual outing at Wexford, July 1, was composed of John Dickson, Elmer Gleden, Wm. Leubin, A. H. Sunshine and Jos. C. Moore. A good time was reported by all who attended.

SOUTH DAKOTA.

Ree Heights, S. D.—A farmers elvtr. company is being organized here.

Ipswich, S. D.—A. J. Moritz has bot the East Elvtr., and now owns two elvtrs. here.

Dolton, S. D.—D. J. Graber is now grain buyer for the Farmers Loan, Land & Grain Co.

Newark, S. D.—The Empire Elvtr. Co. is wrecking its elvtr. and will replace it with an up-to-date house.

Chancellor, S. D.—Geo. Raker will build a 25,000-bu. elvtr. at this station to replace the elvtrs. burned May 31.

Clear Lake, S. D.—Coffey & Carlson have the concrete piers for the foundation of their new elvtr. completed.

Siani, S. D.—The Farmers Elvtr. Co. will handle livestock in connection with its grain business. A. Larson is mgr.

Bloomington sta. (Geddes p. o.), S. D.—The current report that the L. J. Button Elvtr. Co. will build an elvtr. here is incorrect.

Marion, S. D.—Work will begin at once on the new 25,000-bu. elvtr. of the Farmers Elvtr. Co. The Younglove Constr. Co. has the contract.

De Smet, S. D.—The Farmers Elvtr. Co. let contract to the Younglove Constr. Co. for a 40,000-bu. elvtr., and work on the house is progressing rapidly.

Butler, S. D.—The Farmers Elvtr. Co. incorporated; capital stock, \$25,000; Andrew Groude, A. Luckow, A. Hassinger, Chas. R. Ash and L. J. Espeland, incorporators.

Dahlberg (Claire City p. o.), S. D.—The foundations for the elvtr. of the Farmers Elvtr. Co. have been completed by the Younglove Constr. Co., which has the contract.

Beardsley sta. (Parkston p. o.), S. D.—Our company has been dissolved and the elvtr. wrecked and moved to this station.—John Doering, Doering, Kayser & Co., Parkston.

Brookings, S. D.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: O. J. Otterness, pres.; A. J. Bortnem, vice-pres.; G. F. Knappen, treas., and G. F. Hepner, mgr.

Artesian, S. D.—The following officers of the Farmers Grain Co. were elected at the recent annual meeting: W. M. Scott, pres.; I. G. Ludwig, vice-pres.; W. F. Robinson, sec'y, and A. Hanson, treas.

Webster, S. D.—A small tornado struck this city at 6:30 p. m., June 24. The wind picked up the elvtr. of the Geo. C. Bagley Elvtr. Co., a 20,000-bu. cribbed house, and smashed it into kindling wood. The elvtr. of the Farmers Union Elvtr. Co. known as the Williams Elvtr. was left upright, but is practically ruined. The elvtr. of the Herman Olson Grain Co. adjoining the Bagley house was uninjured. Many other buildings were wrecked. The total loss is placed at \$30,000.

Roswell, S. D.—Our company has been reorganized and incorporated as the Roswell Farmers Co. Our officers are A. W. Irwin, pres.; and H. W. Field, sec'y and mgr. Diebert Drown was formerly mgr.—R. F. Co.

SOUTHEAST.

Huntington, W. Va.—We have decided not to build an elvtr. here this year.—The Gwinn Mlg. Co., Cleveland.

Marianna, Fla.—The Moore-Gammon Hardware Co. sustained a loss of \$10,000 when its hay and grain warehouse burned.

Atlanta, Ga.—Geo. B. Rogers and Wm. D. Harwell dissolved partnership July 1, Mr. Harwell taking over the business which he will continue to operate. The firm name was Rodgers & Harwell.

Lynchburg, Va.—The 3d annual meeting of the Merchandise Brokers Ass'n will be held at Natural Bridge, Aug. 14-15. Pres. John S. Moon and Sec'y-Treas. John T. Owen, in notifying the members of the Ass'n, say: "Before the next regular session of the State Legislature, there will be some important feed legislation, a commodity most of us are very much interested in. Therefore, it would seem advisable that we, as an ass'n, should look into this legislation which affects a great many of us." They ask that the delegates think the matter over carefully and be ready to discuss the subject at the meeting.

TENNESSEE

Nashville, Tenn.—We have moved our offices to 614 8th Ave.—G. P. Rose & Co.

Memphis, Tenn.—E. B. Neilson has entered the grain brokerage business at this market.

Humboldt, Tenn.—The Humboldt Mlg. Co. resumed operations July 1, after a shut-down of several months.

Memphis, Tenn.—Charles G. Robinson, of Scruggs, Robinson & Co., has announced the arrival of Charles G., Jr.

Greenwood, Tenn.—The Greenwood Mill & Elvtr. Co., which recently filed a petition to enjoin its creditors from bringing suit, is again in the courts, and now asks that a receiver be appointed for the company and its property sold.

TEXAS.

Coleman, Tex.—The Coleman Mill & Elvtr. Co. has been dissolved.

Waxahachie, Tex.—We have just completed our 50,000-bu. elvtr. and 400-ton hay warehouse.—Shive & Keys.

Dallas, Tex.—The old mill of the Standard-Tilton Mlg. Co. has been closed and the new plant, recently completed, will be opened in about a week.

Dallas, Tex.—Knight Bros. Grain Co. has installed a feed mixing plant in connection with the grain business, and will put out alfalfa meal and molasses feed.

Gainesville, Tex.—The Whaley Mill & Elvtr. Co. has completed its two steel storage bins and now has a greatly increased capacity. The mill was also overhauled.

Childress, Tex.—The new 8,000-bu. elvtr. and warehouse of the Wichita Mill & Elvtr. Co. has been completed and will be put into operation in a few days. I will not build for the present.—S. A. Shaw.

San Benito, Tex.—We have just finished a small elvtr. which will handle about 4,500 bus. of corn daily. We will probably handle 250,000 bus., as we buy at all surrounding stations.—F. W. Colmery, mgr. Tested Seeds Co.

Ft. Worth, Tex.—The first new Texas wheat came from Electra and consisted of 3 cars, which arrived June 20. It was pronounced fair quality. The first car graded No. 2 and tested 59 lbs.; second graded No. 3 and tested 59 lbs., and the third graded No. 2 and tested 58½ lbs. One car was received by the Ivy Grain Co. and two by the Walker Grain Co.

UTAH.

Ogden, Utah.—Inland Grain Co. incorporated; capital stock, \$25,000; John L. Taylor, incorporator.

WASHINGTON.

Wilbur, Wash.—The Grain Growers warehouse Co. recently elected the following officers: Henry Krause, pres.; R. P. Short, sec'y-treas.

Palouse, Wash.—The Chehalis Produce Co., of Chehalis, has bot the grain warehouse of J. K. Smith at this station, the price being \$2,500. The new owner will install feed and cleaning machinery, spending \$4,000 in repairs.

Creston, Wash.—J. K. Smith, of Spokane, has bot the plant of the Washington Grain & Mlg. Co. and will make repairs preparatory to putting it into operation this fall—and will have a storage capacity of 500,000 W. J. Olwell, Big Bend Mlg. Co., Davenport.

Seattle, Wash.—The grain elvtr. to be constructed by the Port Com's'n will be of reinforced concrete construction thruout and will have a storage capacity of 500,000 bus. It will be designed to meet the peculiar conditions prevailing upon the Pacific Coast which require an equipment both to receive and ship wheat either in sack or bulk. The contract for the foundations for the elvtr. was recently awarded to a local company and probably in a couple of weeks, bids will be called for the superstructure, tanks, working house and equipment.—Paul P. Whitham, chief engineer.

Reardan, Wash.—The effectiveness of the grain and inspection law passed by the state legislature in 1911 was put to the test and won the decision in the recent suit of the Reardan Union Grain Co. against J. K. Smith, a grain buyer of Spokane. The law, drafted by the farmers, provides for state inspection of grain, but grain shippers who are not satisfied with the grading of the state inspector may appeal to the public service com's'n. In 1912 the Reardan Farmers' union sold 40,000 bus. of wheat, half to the Tri-State Terminal Warehouse Co. of Tacoma and the balance to J. K. Smith of Spokane. It was graded by the inspector, as mixed bluestem and 2c per bu. deducted from the price. The farmers appealed to the public service com's'n which reversed the grading of the inspector, declaring the wheat No. 1 bluestem. Mr. Smith was sued by the union and the case brought to trial recently. The farmers introduced no evidence, merely resting on the ruling of the com's'n. Judge Sullivan awarded the local company \$269.—The Reardan grain company will build a 30x56 ft. addition to its warehouse.

WISCONSIN.

Weyauwega, Wis.—The Weyauwega Mlg. Co. will rebuild its plant.

Sturgeon Bay, Wis.—The local elvtrs. have been closed for the season.

Sawyer, Wis.—All of the iron in the elvtr. of Teweles & Brandels has rusted out and is being replaced.

Cumberland, Wis.—The Cumberland Mlg. Co. has built two elvtrs. and repaired its mill.

Dodgeville, Wis.—Geo. W. Fancher has installed a feed mill in his elvtr. recently purchased from D. D. Lewis.

Fall Creek, Wis.—We will build an elvtr. as soon as we can get a lease from the R. R. Co. but can not go ahead with the work till we do.—Niebuhr & Son.

Osceola, Wis.—The Osceola Mill Elvtr. Co. is clearing away the debris of the mill and elvtr. burned May 25. There will be little if any salvage on contents or material.

Green Bay, Wis.—Chas. H. Quackenbusch, formerly local mgr. for the Cargill Elvtr. Co., has leased the elvtr. of Emil Hauterbrook and will operate it for the coming season under the name of the Green Bay Elvtr. Co.

Kenosha, Wis.—The offices of the M. H. Pettit Malting Co. were robbed June 19. After beating Edward J. Gormaley, the cashier, until unconscious, the burglars locked him in a closet and made away with \$300 which they obtained by breaking the safe.

Superior, Wis.—Fire broke out in Elvtr. No. 1 of the Globe Elvtr. Co. about 7 p. m., June 24, but after 3 hours hard work the blaze was conquered and the building saved. The damage will amount to \$6,000. The fire started from an overheated bearing in the basement and at 5 a. m. was still smoldering, tho under control, in the dust in the basement.

MILWAUKEE LETTER.

A. S. Cargill, E. J. Grimes and A. L. Jacobs have been admitted to membership in the Chamber of Commerce.

Herman Jahns, Jr., trustee for the Mereness & Potter Co., has declared a first and last dividend. At the creditors meeting, held before Referee E. Q. Nye, the bankrupt concern was found to have only \$700 of collectable assets.

B. G. Ellsworth, receiver and shipper and former pres. of the Chamber of Commerce, has filed a petition in bankruptcy with liabilities at \$15,517.48, of which \$15,514.98 is in unsecured claims which are chiefly notes. Assets amount to \$250, which is the value of his household goods.

The State Railroad com's'n has modified its recent order relating to Milwaukee switching charges on the Milwaukee Road by eliminating that portion which refers to switching of cars between industries and team tracks and between industries and connecting lines. Further investigation and hearings will be held by the com's'n. The new switching charge of 1c per 100 lbs. for switching of car load freight between industries on the Milwaukee Road will become effective July 15.

The members of this Chamber on June 18 adopted the standardized Federal corn grades, and these grades were put into effect on July 1. Corn received to be applied on sales made on the basis of the old inspection rules is being graded according to those rules. The trade is gradually becoming accustomed to the change, and things are running smoothly. The increased time necessary to make the required tests, under the Federal rules, will undoubtedly compel the employment of several additional men in the Inspection Dept. when the new crop begins to arrive.—H. A. Plumb, sec'y.

The new office of the Cargill Elvtr. Co. of Minneapolis, in this city will be managed by A. S. Cargill and E. J. Grimes, both members of the company. This is the office formerly conducted at Green Bay and is not the headquarters of the company, as has been reported. The main offices will remain in Minneapolis. The 2 elvtrs. at Green Bay will still be operated by the company, which has filed statement to the effect that \$175,000 of its \$200,000 capital stock is invested in Wisconsin.

An attempt is being made by the Eastern roads to restrict the application of reshipping rates on grain and grain products, in carloads, from Milwaukee to all points east of Chicago, to the two car-ferry lines across Lake Michigan, and only accept such business at Chicago as can be forwarded free on transit account to that point. New tariffs have been issued, effective August 1, 1914, cancelling the present application of thru rates from Milwaukee via Chicago to the Eastern destinations, but the mgr. of the Milwaukee Chamber of Commerce Freight Bureau has filed a strong protest with the Interstate Commerce Commission and there is every probability that the proposed tariffs will be suspended and an investigation and hearing ordered.—H. A. Plumb, sec'y.

WYOMING.

Pine Bluffs, Wyo.—The Cheyenne Mlg. Co. will probably build a 3d elvtr. here this summer.

Patents Granted

Seed-Corn Tester. No. 1,010,856. John C. Klave, Elk Point, S. D. This device is composed of a rectangular body, the upper face of which is walled in by a rim. Located in transverse and longitudinal rows on its upper surface are a number of re-



1,101,856.

cesses which are divided into compartments by division plates arranged within each recess.

The King's Chariot.

Many traveling grain solicitors covering the older settled districts of the East which have good roads are now increasing the number of their daily calls on the trade thru the use of the gas car, and some of the more venturesome travelers of the West are following suit.

A number of gas cars are now being operated out of Kansas City and Omaha by solicitors for grain receiving houses, and the Kansas inspector for the Grain Dealers National Fire Ins. Co., familiarly known as "Rex," who is none other than F. S. Rexford, is making many towns every day, where before he was able to make only two or three, when the freight train crew was willing. The freedom with which solicitors and inspectors can go where they will and when they will during good weather is robbing the steam lines of considerable passenger traffic. Had the steam railroads provided the accommodations needed by their best patrons, the traveling men would not have thought of providing their own transportation.

The success of those who have tried using gas cars in calling on the grain trade has been such that many others will no doubt soon be using the same means of transportation.



F. S. Rexford driving the King's Chariot about Kansas.

H. H. DEAM of Bluffton, Ind., has been re-elected pres. of the Michigan-Ohio-Indiana Retail Coal Ass'n. Mr. Deam is well known as an active worker in grain trade ass'ns.

MORE HAY will be marketed this year than last year, in our opinion, taking all the states as a whole, and it is also our opinion that hay probably will not rule quite so high this year as last. There is one big change, however, in the conditions, and that is, last year the bulk of the hay all over the country ran clover to a heavy mixed, whereas, this year there will be a great deal more clear timothy and less of the clover mixed, and it looks like there will be a shortage of clover.—*Toberman, Mackey & Co.*

After nearly 21 years of activity as Secy. of the Kansas Board of Agriculture, made possible by ten unanimous biennial re-elections, I have given my resignation, to be effective June 30. I am not disabled, but tired enough to gladly step aside from the office and its responsibilities, which will pass to my long-time assistant and capable successor, Mr. J. C. Mohler. No public servant could be accorded more generous treatment than has in all these years been given me by both public and press, and no one could appreciate it more.—*F. D. Coburn, Topeka, Kan.*

Private Wire Hearings.

Private wire leasing was investigated by the Interstate Commerce Commission at New York on July 1 and at Chicago on July 9. The complaint which was made by the Grain Receivers Ass'n of Chicago alleged that the private wires were being used for business other than that of those to whom the wires were leased. At both New York and Chicago the officials of the telegraph companies were the chief witnesses.

M. C. Rority, assistant to the general manager of the Western Union, testified that the leased wire was more remunerative; but had been refused in some cases owing to the limited facilities. He stated also that it was a difficult thing to detect abuses of the leased wire because of the use of codes.

C. C. Adams, vice-pres. of the Postal company, said its private wire business depended on the surplus of facilities. P. J. Levy and Benjamin Bryan, lessees, maintained the necessity of private wires in their business. Only a few of the private wire men were present. The Commission has suspended the hearing until some time in the fall.

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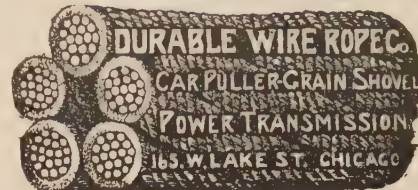
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GRAIN CONTRACTS

Form 10 is a duplicating contract book, containing 100 original and 100 duplicate contracts for contracting the purchase of grain from farmers; originals and duplicates are printed on bond paper of different colors, with spaces on the back of the leaf for entering grain delivered on the contract. By using a sheet of carbon paper between the original and the duplicate, each entry on one is duplicated on the other. The contracts are numbered in duplicate. Check bound, size 5 1/4 x 8 1/4 inches. Machine perforated. Price with four sheets of carbon paper, \$1.00.

GRAIN DEALERS JOURNAL

315 S. La Salle Street Chicago, Ill.

Supply Trade

Monticello, Ind.—The C. A. Schultz Mfg. Co. has been incorporated with a capital stock of \$225,000, to manufacture milling and grain cleaning machinery.

Milwaukee, Wis.—The Morris Grain Drier Co. is making some very marked improvements in their drier system, along the line of heating the air for drying purposes.

Chicago, Ill.—F. M. Smith, for many years the Chicago representative of the Huntley Mfg. Co., was married recently at Crown Point, Ind., to Miss Harriett N. Orr of Chicago.

Decatur, Ill.—The Beall Improvements Co. report sales of their Rotating Cleaner to the Sessions Grocery Co., Andalusia, Ala.; C. Bayman, La Rue, O.; James King, La Rue, O., and C. G. Rockwell, North Baltimore, O.

Shelbyville, Ind.—The Kennedy Car Liner & Bag Co. reports sales to be 200 per cent greater than in any season of the firm's career. Evidently every shipper is determined to have grain he places in his cars reach destination. A profitable reform.

"It will not do to say that the manufacturer has not interests to protect by contract in the goods after he has sold them. They are personally identified and morally guaranteed by his mark and his advertisement."—*Supreme Court, State of Washington.*

We are in receipt of a booklet of interest to grain dealers who are now or expect to be in the market for a new fire-proof elevator. It shows 20 views of studded, iron-clad and concrete elevators, built by the P. H. Pelkey Construction Co., and gives prices and specifications for each one of them.

Frankfort, Ind.—For over a year nothing has been doing in the elevator brokerage business. Something has fixed the business so elevators could not be sold at any price. I have been on the job all the while waiting for the spell to move. I am receiving some inquiries now, so believe prospective buyers of grain elevators are tired waiting for the bottom to drop out of everything. Experienced grain men seem to be ready to buy an elevator and go to work.—Jno. A. Rice.

L. E. Taylor & Co., Minneapolis, Minn., report that Kansas elevator men have developed a strong liking for Englehart spout holders, and among others the following have recently added Englehart spout holders to their equipment: Arlington Elvtr. Co., Arlington; Farmers Elvtr. Co., Langdon; Winnifred Grain Co., Winnifred; A. H. Ling, Jetmore; Brenham Merc. Co., Brenham; Farmers Grn. F. & L. S. Co., Alden; Co-Operative Grain Co., Smith Centre; Farmers Elvtr. Co., Ozawie; Frizell Grain & Supply Co., Frizell; Jas. H. Wolfe, Lewis.

Possibly you are one of the men who have cursed your elevator buckets because they would ascend irregularly and fill to about one-third of capacity only. Then when the buckets are dumped, only about one-fourth of it is discharged into the distributor. The Hall Distributor Co. of Omaha, Neb., say that they have an elevator leg which will discharge every kernel of the corn into the distributor and will fill the buckets to capacity every time;

That it will never choke, requires less attention and costs less to build and maintain. They go further than merely claims and say that they will guarantee results.

Kansas City, Mo.—We are in receipt of a very handsome catalog describing the Witte Engines, manufactured by the Witte Iron Works Co. of Kansas City. It contains very interesting statements as to who they are, what their organization is, and the way they show their confidence in their product by the five year guarantee. Their plan of selling is to cut out the dealer and sell direct from the factory to the consumer. Any grain dealer interested in the purchase of gas engines, either in the immediate or distant future, would do well to have a copy of this catalog on file.

I LIKE the Grain Dealers Journal because of the reliable advertisements in it. I always look them over carefully and tell my employer what I have learned and the machine I want is but as the result of its advertising columns, writes a line house agent.

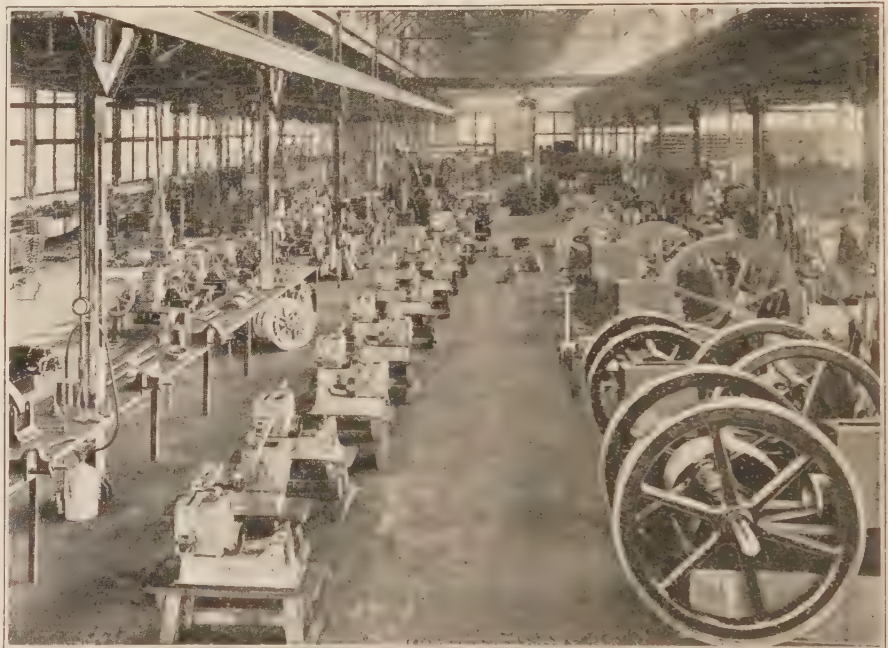
Up-to-Date Methods in a Gas Engine Factory.

Gas engine factories turning out a large number of engines each year offer the same opportunity for economy in manufacture that is found in automobile shops using special machinery to make duplicate parts of the best material at remarkably low cost.

The large volume of business which has come to the Witte Iron Works since inaugurating the direct selling plan two years ago has enabled the company to take advantage of low cost of manufacture, and the cutting out of dealers profits, has assisted in making it possible to sell the Witte Engines at forty per cent less than former prices, and yet earn a fair dividend on the \$250,000 that the company has invested in its plant at Kansas City, where the business was started by August Witte, 44 years ago.

The Witte Engines use kerosene, gasoline, naphtha, distillate, solar oil, toppings, natural or manufactured gas and are sold only direct from factory to user.

A hundred Witte engines might be taken apart and all the parts thrown into



A Main Aisle where Expert Erectors Set Up Complete Engines



Main Testing Floor of Witte Iron Works at Kansas City, where Every Engine is Fully Proved.

one pile and mixed up, yet the engines could all be re-assembled, using for any engine the first parts coming to hand out of the jumble. This because all parts are made to templates.

Down the main aisle of the factory shown in the engraving are the benches and tools of the stationary engine erectors. Here are first assembled the necessary parts to erect the engines. These parts are checked up, tested and inspected, when final erecting begins. As this work proceeds, each part, and its working, is again and again tested until the end, when the engines leave the erectors, they are as nearly perfect as the best human skill can make them.

From the erecting floors, as to and from the stock rooms, all heavy parts are carried on overhead cranes. These cranes move the heaviest engines as easily as a lady may wield her broom. Complete engines are taken from main erecting aisle, and carried to the test floors or to the portable assembling floor, as the case may require. Where engines are mounted for portables, they are tested out for balanced running, as well as pulling power. Each portable engine is put thru its own individual tests the same as the stationary engines. Nothing is left to chance.

When the engine reaches the main testing floor, shown in the engraving, it is connected up on natural gas from the company's own wells, and put to work for a long test. After the rating of the engine has been determined under the hardest kind of work, using natural gas, it is again tested on gasoline, or whatever fuel is to be used. Here it is again thoroughly worked out for several days, by the Prony brake system of weighing the load and made to deliver full actual horsepower with a liberal factory surplus. Thus, for whatever kind of fuel

bought, a Witte engine has been tested out and given its rated horsepower for that fuel.

A card record is made for each engine, giving the engine number, the rated horsepower, the speed, the number of pounds registered on the testing scale, the number of actual horsepower developed, the amount of surplus over the rating, etc.

This complete record of every engine, which is kept, is valuable to every customer. If, in the future, any repairs may be required, it is only necessary to give the number of the engine, and the horsepower, as stamped upon the name plate, to enable the factory to find the desired part in the stock room.

An Improved Dust Collector.

Dust is the greatest nuisance inseparably connected with the operation of grain handling machinery. Explosions and fires due to dust floating in the air are remembered for many years after the dead are buried and the debris of wrecked buildings has been removed. The money loss would have been a dust collector for every elevator in the country.

Good machines for separating the dust from the air have been on the market for years, and their efficiency has been high enough to warrant their installation. If any doubt remained as to the complete elimination of dust by these mechanical devices it has been dispelled by the wonderful new invention known as the Monitor-Wegner All Metal Dust Collector, which it is claimed actually disposes of 99 per cent or more of the dust, taking out also the very fine dust, which is the most dangerous dust.

This machine requires no power or driving mechanism. It is simply connected with the grain cleaners or oat clipping machines by piping. Any dust producing machine in any elevator can be coupled up with this new collector with the assurance that the dust will be perfectly taken care of. In flour mills, where the separation of dust is an essential part of the process of manufacture, the entire lines of cloth dust collectors are being discarded, and 20 to 30 of these new machines put in, in a single mill.

The new principle collectors have an internal adjustable regulating compressor and an air diffuser attachment, which insure perfect regulation, controlled as desired by the operator. Back pressure is not perceptible. The stronger the air-flow into this machine the easier it performs. Its glazed internal surfaces are constantly kept clean by the rapidly moving centrifugal air currents.

Fire insurance underwriters have given the new collector a flattering indorsement. Altho this is the first printed description over two hundred of the machines have already been put into operation; and to save freight to users it will be manufactured at five or more points as widely separated as Silver Creek, N. Y., and Topeka, Kan. Its mechanical construction is of the usual substantial style favored by the Huntley Mfg Co., which will give additional information to Journal readers on request.

As shown in the engraving the machine is long and slender, taking little floor space, so that it can be put in on trial without making extensive alterations.



Improved Dust Collector.

THE HESS OUTDOOR GRAIN CONDITIONER

is attached to the outside of your mill or elevator. It will cool heating grain, sweeten musty or fermenting grain, cleanse and brighten dusty and dull grain, and improve the quality generally. It operates by concentration of the wind upon the grain while it is stirred and moved by gravity. No heat, no fans nor other machinery are required, and it takes

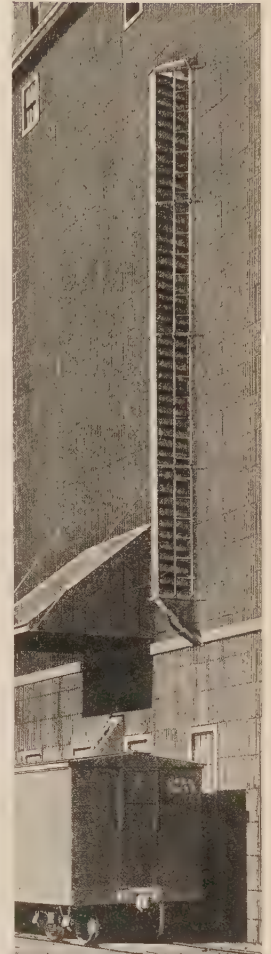
up no space in your elevator. We furnish it in various sizes to meet any requirements.

The complete equipment costs \$75.00 and upward according to length. It will repay its cost many times in a single season, in improvement of grain passed through it.

Hess Warming & Ventilating Co.

907 Tacoma Bldg., CHICAGO

Makers of Hess Grain Driers,
Moisture Testers, Corn Grading
Sieves and Percentage Scales



Supreme Court Decisions

Measure of Damages.—The ordinary measure of damages for a buyer's breach of his contract to buy is the difference between the contract price and the market price at the time and place of delivery, but, where the property has no market value, the measure of damages is the price which the buyer agreed to pay.—*Flannery v. Wessels*, Supreme Court of Pennsylvania, 90 Atl. 715.

Negligent Fire and Locomotive.—To defeat a recovery for a fire caused by sparks from a locomotive, the railroad must show itself free from negligence in the construction, equipment, or operation of its locomotive, or in the condition of its right of way, if the fire is first started there.—*Deason v. Alabama Great Southern Ry. Co.* Supreme Court of Alabama, 65 South. 172.

Restraining Competition.—An agreement between two dealers fixing the selling price of articles, for the purpose of ending a losing and disastrous competition, was not an unreasonable restraint of trade, where it did not appear that they controlled the supply, that the arranged price was excessive, or that any monopoly was thereby created.—*Kohart v. Skou*, Supreme Court of New York, 147 N. Y. Supp. 509.

Carrier's Duty to Notify of Rejection.—It is the duty of the carrier to notify the consignor of the consignee's refusal to accept a consignment in car load lots, where the carrier is not under duty to unload. Until such notice is given the consignor is not liable for demurrage.—*Baltimore & Ohio R. Co. v. Luella Coal & Coke Co.* Supreme Court of Appeals of West Virginia, 81 S. E. 1044.

Validity of Contract.—Where defendant offered to sell a car of bulk oats at 42 cents, provided plaintiff would accept the city scale weights, plaintiff's reply, requesting defendant to rush the shipment, but demanding an affidavit attached to the scale weights, was not such an unqualified acceptance as would create a binding contract.—*Porter v. Gossell*, Supreme Court of Arkansas, 166 S. W. 533.

Enforcing Reparation Order.—A voluntary dismissal of an action brought by a shipper against a carrier to recover damages for collecting unreasonable freight rates is not a bar to a subsequent suit between the same parties to enforce a reparation order of the Interstate Commerce Commission, based upon a finding that such rates were excessive.—*Baer Bros. Merc. Co. v. Denver & R. G. R. Co.* Supreme Court of the United States, 34 Sup. Ct. Rep. 641.

Landlord and Tenant.—Where a farm lease on shares required the tenant to plant specified crops, and provided that, as soon as the crops were gathered, the land should revert to the possession of the landlord, the tenant is not, where the specified crop failed, entitled to the same share of a substitute crop; the lease expressly providing for the possession to revert to the landlord.—*Jackson v. Taylor*, Court of Civil Appeals of Texas, 166 S. W. 413.

Proof of Weight Loaded.—In an action against a railroad company for converting a car load of cotton seed, plaintiff was entitled to recover, where he showed a delivery to the railroad company, unless it appeared that the shipment had been delivered to the consignee. In an action against a railroad company for converting a shipment of 63,478 pounds of cotton seed, evidence that plaintiff, a ginner, had purchased 65,000 pounds in excess of the amount shipped out and sold, excluding the shipment involved, was admissible to support his claim that such shipment was delivered to the railroad company.—*Elias v. M. K. & T. Ry. Co.* Court of Civil Appeals of Texas, 166 S. W. 417.

Transit Rates.—Before a lower transit tariff can be applied by an interstate carrier to a shipment thru a transit point, it must appear that there is some relation between the outbound and an inbound shipment; it being conceded that an inbound shipment consumed or reconsigned at the transit point cannot rightfully be made the basis of a transit shipment.—*Grand Rapids & I. Ry. Co. v. United States*, U. S. Circuit Court of Appeals, 212 Fed. 577.

Theft of Market Quotations.—A defendant who, with knowledge of the character of the business, aided and assisted a concern of which his brother was the head in conducting an illegal bucket shop, in which business it purloined and used complainant's market quotations, although he was not shown to be pecuniarily interested, is equally responsible for the trespass, and complainant is entitled to an injunction against him, as well as those directly interested.—*Chicago Board of Trade v. Thos. E. Price*, U. S. Circuit Court of Appeals, 213 Fed. 336.

Purchase of Crop.—If a crop raised on plaintiff's land by the labor of another was raised under a contract making the other plaintiff's employee, so that title thereto was in plaintiff, a purchaser of the crop from the employee was not an innocent purchaser, tho he did not know of plaintiff's interest therein. If plaintiff authorized another to sell his cotton, the purchaser obtained a good title, though the agent afterwards wrongfully converted the purchase price to his own use.—*Valentine v. Edwards*, Supreme Court of Arkansas, 166 S. W. 531.

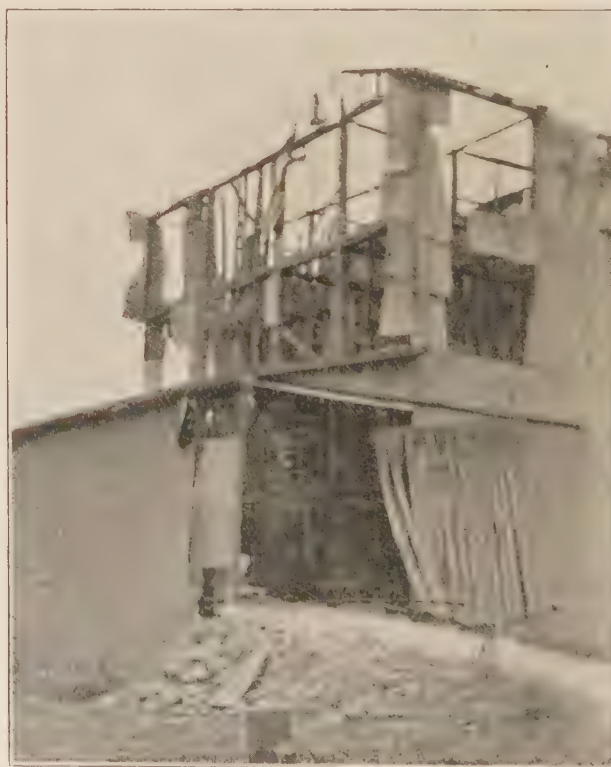
Gambling Contracts.—Under Code 1906, § 2303, providing that any person making any contract of the kind commonly called "futures," or contract for the purchase or sale of any commodity for future delivery, the parties not intending an actual delivery, and who by reason thereof shall lose any money and pay or deliver it, may recover such money from the person "knowingly" receiving it, the knowledge of cotton brokers' agent, through whom negotiations and dealings in futures were had, was the knowledge of the brokers.—*S. M. Weld & Co. v. Austin*, Supreme Court of Mississippi, 65 South. 247.

Landlord's Lien.—In order to enforce a landlord's lien against the crops of a tenant under sections 3809, 3810, Rev. Laws 1910,

a petition which fails to state facts sufficient to show wherein the plaintiff is entitled to the portion of the crop claimed, by failing to allege any contract between him and the tenant, or to show that anything was due from the tenant to him, or that the tenant was under any obligation to plaintiff to pay him the portion of the crop claimed, does not state facts sufficient to constitute a landlord's lien under said sections.—*Lee v. Lowery*, Supreme Court of Oklahoma, 140 Pac. 1175.

Refund of Excessive Freight Charges.—An order of the Railroad Commission for the refund of excessive freight charges is reviewable on appeal from a judgment of the circuit court affirming it. The Railroad Commission, upon establishing a joint rate on two roads, was not without jurisdiction to order a refund of the difference between that rate and the sum of the local rates on previous shipments, on the ground that, the local rates having been fixed by the Commission, the order was retroactive. (Affirmed by divided court.)—*Minneapolis, St. P. & S. S. M. Ry. Co. v. Railroad Commission of Wisconsin*, Supreme Court of Wisconsin, 147 N. W. 366.

Carrier's Liability for Flood Loss.—A judgment of a state court enforcing the liability of two connecting carriers for the loss of an interstate shipment of rice, caused by an extraordinary flood, the waters of which, reaching some cars containing quicklime, started a fire which spread to the rice, is not reviewable in the Federal Supreme Court, although the state court ruled adversely upon the carriers' contention that, under the combined operation of the Carmack amendment of June 29, 1906 (34 Stat. at L. 584, chap. 3591, U. S. Comp. Stat. Supp. 1911, p. 1307), § 7, stipulations in the bill of lading, and the common-law rule, they were not liable unless the plaintiff should show that the carrier on whose line the loss occurred negligently failed to take reasonable precautions to avoid it, where the court also found as a matter of fact from the testimony of the carriers' witnesses that such carrier negligently permitted the cars containing the rice to remain within the influence of the rising flood and in immediate proximity to the quicklime, when ordinary prudence required their removal to a place of safety.—*New Orleans & N. E. R. R. Co. v. National Rice Milling Co.* Supreme Court of the United States, 34 Sup. Ct. Rep. 726.



After the Fire had Visited W. J. Lane's Elevator at Clinton, Ill.
Fire Caused by Defective Wiring.

Grain Insurance Made Easy.

To make grain policies payable to the party to whom the property is pledged as collateral security for a loan, the usual custom is to attach a "loss payable" clause to the policy, signed by the company's representative.

A great improvement on this method, permitting the immediate and simultaneous transfer of both the grain and the insurance, has been put into effect by the Grain Dealers National Fire Insurance Co., by discontinuing the use of the bulky policy and issuing in its stead a simple grain certificate, including all the conditions of a standard policy. This certificate is issued in small amounts, and it is a simple matter to cancel one or put in another as grain is taken in or shipped.

One day the grain is taken in and the certificate of insurance ordered by wire or letter. Next week the grain is shipped and the certificate is slipped into an envelope and mailed to the company with a request for cancellation.

When borrowing money on the grain the necessary assignment of the insurance is made by filling in a blank on the back, headed "Assignment of certificate for purpose of collateral security." The borrower fills in and signs the blank and turns it over to the party to be protected. Nothing else is required.

Insurance Notes.

GRAIN DEALERS of Iowa are now compelled to insure their liabilities in some company approved by the state in every case where they have one or more employees. This ruling became effective July 1. The only exceptions, according to Warren Garst, Iowa Industrial Commissioner, will need to get releases from the state department on a showing of financial strength or maintenance of an approved benefit plan.

ELEVEN fire insurance companies filed suits in the United States District Court June 25 against the collector of internal revenues for the recovery of \$7,593.42. This amount was paid out as a corporation tax during the years 1909-10-11-12. The complainant companies allege that they have no net income on which to assess a corporation tax. The companies are: Abington, Dedham, Dorchester, Fitchburg, Hingham, Lowell, Salem, Norfolk, Traders and Mechanics, Grain Dealers and Mutual Protection Fire Insurance Company.

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

of

Luverne, Minnesota

Write Elevator and Grain Insurance on the purely Mutual Plan, with Cash Dividends Annually.

Write the Secretary
for Rates.

E. A. BROWN, Pres.
V. E. BUTLER, V.-P.

E. H. MORELAND, Sec.
B. P. ST. JOHN, Treas.

SAFETY REGULATIONS AND APPLIANCES have been given more attention in the state of Pennsylvania than in any other state of the Union and might be followed by the others with profit. There the power of drawing up a set of rules governing the way of adjusting and safeguarding ma-

chinery is left to the Commissioner of Labor and not to some one who is unacquainted with the needs and conditions of the situation. Even this set of rules is subject to changes where an improvement would be more practical or effective.

YOU

As An Elevator Owner

ARE

LEGALLY LIABLE

Under

Workmen's Compensation Laws

Full Information on Request



THE BEST

Safest and Most Reliable Protection

At Absolute Cost

in this

Exclusive Company

of the

GRAIN & MILLING TRADE

**WESTERN GRAIN DEALERS
MUTUAL FIRE INSURANCE
ASSOCIATION**

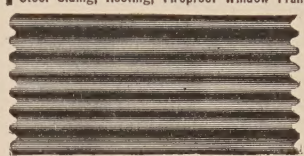
DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

GALVANIZED CORRUGATED

Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c.



The SYKES Company
Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

Hot Boxes

Who is to blame for the Million Dollar loss from Hot Boxes in mills and elevators in the last three years? We would like to know.

Millers National Insurance Co.,
Chicago, Ill.

Western Millers Mutual Fire Insurance Co.,
Kansas City, Mo.

Ohio Millers Mutual Fire Insurance Co.,
Canton, Ohio.

Pennsylvania Millers Mutual Fire Ins. Co.,
Wilkes-Barre, Pa.

Mill Owners Mutual Fire Insurance Co.,
Des Moines, Ia.

The Millers Mutual Fire Insurance Co.,
Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co.,
Ft. Worth, Texas.

Michigan Millers Mutual Fire Insurance Co.,
Lansing, Mich.

Grain Dealers National Mutual Fire Ins. Co.,
Indianapolis, Ind.

Send information to the

MUTUAL FIRE PREVENTION BUREAU

OXFORD, MICHIGAN

Feedstuffs

BRAN is quoted at \$1.25 while Kansas wheat is selling at only \$1.28 a difference of 3c. These prices are out of normal relation.

THE TIoga MILL & ELEVATOR Co., Waverly, N. Y., has registered the name "Derby" for its scratch feed, chick feed, middlings and cracked corn.

THE MINNEAPOLIS FEED Co., of Minneapolis, is building a 30,000-bu. elevator. The company handles ground screenings and molasses feeds. O. E. Davidson is manager.

CHAPIN & Co., feed manufacturers of Hammond, Ind., are building a new warehouse in connection with their feed mill. The company is also installing a new dust collector system.

THE MILWAUKEE GRAIN & FEED Co., Milwaukee, Wis., has registered the name "Crown" for use on its brewer's dried grain. The trade mark is a crown with the word arranged above in a curved position.

THE CUBAN GRAIN & FEED Co. is expected to begin the manufacture of feed in Cairo, Ill., within a short time. Incorporation papers for the company were taken out some time ago by Cairo people and have now been delivered to the promoters of the project.

A. D. PETERS assumed his duties as sales director of the M. C. Peters Mill Co. at Omaha, Neb., on July 1. Mr. Peters has been prominently identified with the company's business for several years and has gained an unusually large acquaintance among feed men. He is still a young man and is recognized as a very capable one in the feed business.

THE ALFALFA MILL AT FOWLER, Kan., was started June 18 and is expected to be kept running continuously for several months. A large quantity of alfalfa is grown in the vicinity of Fowler and it is expected that the greater part of this will be ground in this mill which has a capacity of from 20 to 30 tons of hay a day. Fifteen men will be employed in the mill.

ARKANSAS' feeding stuffs law which recently went into effect is causing considerable confusion in the feed trade. A number of shipments have been held up by the state authorities because of the lack of tags and other failures to meet requirements. Many of the dealers, however, have begun to realize that the law must be obeyed and are weighing and branding their products correctly.

FEED MANUFACTURERS from St. Louis, East St. Louis, Cairo, Memphis, Nashville, Chicago, Kansas City, Omaha, and Minneapolis recently held an informal meeting at the Planters Hotel in St. Louis. Various matters pertinent to selling terms, abuses of the trade and improvements of the business were discussed. While no definite organization was formed, it is planned to hold four or five such meetings during the year, the next to be in Chicago.

THE RALSTON-PURINA Co., of St. Louis recently bought a site for a new \$500,000 concrete feed plant in Buffalo, N. Y. The plant will consist of a 500,000-bu. elevator and will have a 20 car per day feed mill. The principal output of the mill will be molasses feed, the molasses being imported from Cuba. Work will be started

as soon as the plans for the structure are complete. A second feed mill with a 50 car per day capacity will be built after the completion of the first according to present plans.

THE KNIGHT BROS. GRAIN Co., of Dallas, Texas, will complete and have the new feed mill in operation by July 15, if the present plans of the company are carried out without interruption. The work is being rushed as fast as possible. The new plant which will consist of a grain warehouse and hay barn as well as a feed mill will cost \$50,000. It will have a capacity of 7 cars of mixed molasses feed per day with a 70,000-bu. elevator in connection. All of the buildings will cover more than an acre of ground. The most up-to-date and expensive machinery is being installed.

THE INTERSTATE FEED DEALERS' ASS'N. postponed its annual session from June 25 to August 6 which was to have been at Kansas City, Mo., owing to a lack of attendance at that time. Only about 75 members were present. However, Pres. H. G. Cherry was very optimistic and attributed the lack of attendance to the pressing need of the extremely large crop now being harvested in the Southwest. In insisting that the meeting be postponed he said that he had received large numbers of letters from different members who were also grain dealers and for that reason could not attend. He expects an unusual interest in the postponed meeting.

ST. LOUIS, Mo.—Our experience has been that the feed business has developed to such an extent that only large mills at strategic points can succeed. There are hundreds of small mills that are in construction or have been built during the last year or two, which are going to meet with hard sledding. The grain business and the mill business nowadays requires concentration and large buying power and large capacity in order to bring the cost per ton down to the minimum. Our Buffalo plant is located on the Nickle Plate R.R. The elevator capacity with the head house will be 500,000 bushels and the milling capacity about fifty cars per day.—W. H. Danforth, of Ralston Purina Co.

THE EGAN MILLING Co., of Dallas, Tex., is building a mixed feed plant that will cost approximately \$50,000. The mill will be erected on the M. K. & T. railroad tracks and is expected to be completed about Oct. 1. The main structure will be 150 ft. by 100 feet and will have an elevator capacity of 75,000 bus., a warehouse storage room for 100 cars, and a molasses storage of 100,000 gallons. It will employ about 60 men. The company will manufacture both mixed feed and chop. The mixed feed department will have a capacity of 50 tons per hour and the chop department a capacity of 40 tons per hour. M. M. Egan, pres.; C. F. Egan, supt.; and R. L. Scott, are all experienced men in the feed business and will doubtless make a wonderful success of the plant.

THE EXECUTIVE COMMITTEE OF THE AMERICAN FEED MANUFACTURERS' ASS'N. entertained Dr. J. S. Abbott, head of the new Department of Co-operation, Bureau of Chemistry, of the United States Department of Agriculture at a dinner at the Auditorium Hotel in Chicago, June 26. Dr. Abbott explained the workings of the new department and asked for the co-operation of the feed manufacturers in the securing of more uniform laws. Those present were Dr. Newman, and Chief

Clerk McGilliard of the Illinois Department of Agriculture, M. C. Peters, G. A. Chapman, J. C. Reid, F. A. McLellan, H. G. Atwood, J. W. Anderson, J. J. Ferguson, S. T. Edwards, H. A. Abbott, R. W. Chapin, H. C. Joehnke, L. F. Brown and W. R. Anderson.

Retail Feed Dealers at Wilkes Barre, Pa.

The annual convention of the Tri-State Retail Feed Dealers Ass'n representing dealers from the states of New York, Pennsylvania and New Jersey, was held in Wilkes Barre, Pa., on June 25 and 26. The meeting was called on the morning of June 25 by Pres. Charles L. Carrier, in the auditorium of the Sterling Hotel. While the convention took up and discussed many questions pertinent to the retail feed men, their most important subject was that of co-operative wholesale buying by the farmers. In most instances the members expressed no fear of immediate alarm from this source, yet none failed to recognize that sooner or later the business will be threatened from this source.

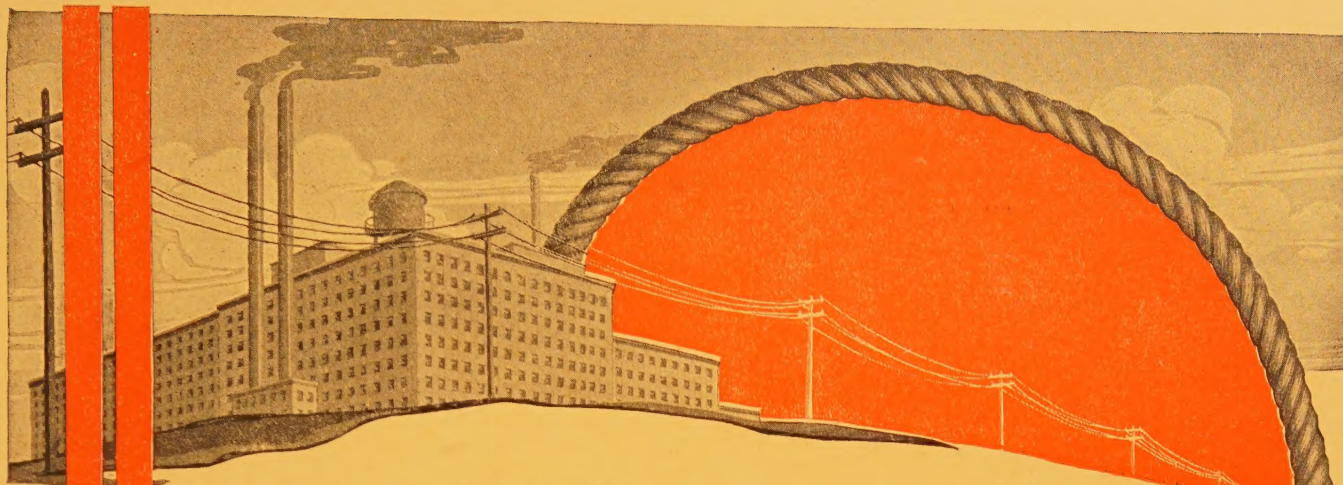
The first day's session was occupied chiefly with addresses of welcome and responses, informal discussions by the various members and an address by Mark W. Cole, head of the Bureau of Co-operation of the New York State Department of Agriculture. Addresses of welcome were made by Mayor John V. Kosek for the city, and C. B. Dougherty for the Chamber of Commerce. The response was made by Pres. Carrier. Following these talks Mr. Cole read his paper on "The Operation and Object of Co-operative Farm Companies." Mr. Cole expressed the belief that the companies will one day be successful, but confined himself more particularly to the facts about their organization and operation. His talk was listened to seriously by the feed men, and was followed by some informal discussion.

During the second day addresses by Asher Miner of Wilkes Barre, Pa., on "The Value of Organization," and by A. Wilhelmy of the Ubiko Milling Co., Cincinnati, O., on "Balanced Relations," were made. Both speakers brot messages of vital interest to the feed men.

Legislation also occupied an important place in the deliberations of the convention, the most decisive action being taken in regard to the New York licensing law. The convention went on record as favoring a change in the effective date of the new law from Dec. 31 as at present, to May 1. Twenty new members were admitted to the ass'n during the sessions, the greater part of this increase coming from New York state.

The convention closed with the election of officers which resulted in the choice of the old officials. They are: Charles L. Carrier, Sherburne, N. Y., pres.; John C. Harrington, Montrose, Pa., vice-pres.; H. M. King, Waterville, N. Y., sec'y; M. J. Mudge, Afton, N. Y., treas.; Frank C. Jones, Bullville, N. Y., fifth member of the executive com'te. The place for the annual convention of next year will be selected later by the executive com'te.

The entertainment features of the convention were an organ recital by Prof. Richards in the Masonic Temple, a banquet at the close of the first day, and a trip thru one of the local coal mines. At the banquet, Pres. Carrier presided as toastmaster, but owing to the intense heat of the evening only called on a few for responses. The wives of the dealers were given an automobile ride about the city during the afternoon of the first day.



When You Want Transmission Rope In A Hurry

When a breakdown occurs on one of your rope drives, it ties up your plant. You are losing money. Then—

Wire For AMERICAN TRANSMISSION ROPE

- Any size—any length. We will ship it to you the same day from the nearest point. Think of the time—and time means money—you will save in getting started up again.
- And, remember,—when you put AMERICAN TRANSMISSION ROPE on your drives you are taking out the very best insurance against future breakdowns. There's another economy argument.
- The rope is laid with a special lubricant that eliminates internal friction. Nothing but the purest, longest and strongest Manila hemp is used; careful inspection and testing ensure uniform grade and guarantee the maximum of service.
- The sterling wearing qualities of AMERICAN TRANSMISSION ROPE have been proved time and again on thousands of power units throughout the country.

Write for this FREE Book

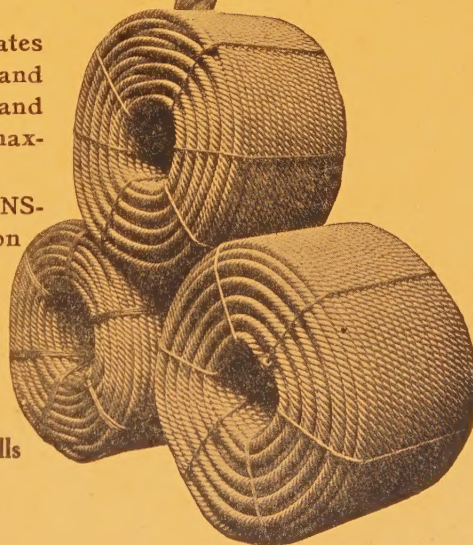
Upon request on your business letterhead we will be glad to send you our "Blue Book of Rope Transmission." It contains much practical information and many helpful suggestions for transmission rope users.

17

American Manufacturing Co.
Dep't. G
Brooklyn, New York City



St. Louis Cordage Mills
Dep't. G
St. Louis, Missouri





Get My Latest Engine Offer

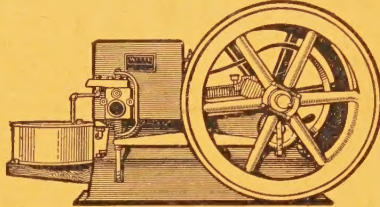
Let a WITTE earn its own cost while you pay for it. Take full 60 days' Free Trial to prove its big value.

Five - Year

Guaranty

I unqualifiedly guarantee every WITTE engine for five years against defects, and consequent faulty operation. I carry the risk, as I have done for my thousands of customers during 27 years.

Ed. H. Witte.



WITTE Engines

Kerosene, Gasoline, Distillate, Gas

All styles 2½ to 22 H. P. Used and recommended by elevator, mill, and factory men all over the earth. All my life I have been a shop man, making my own engines. I sell only what I make. That is why, for 27 years, WITTE engines have always made good.

Look at These Prices!

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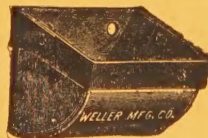


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